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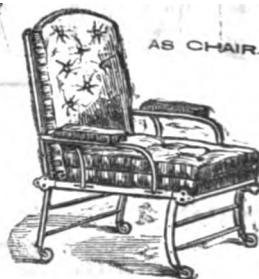
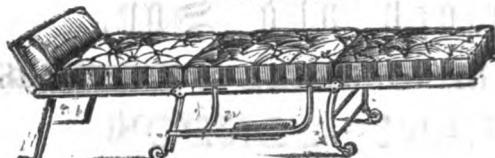
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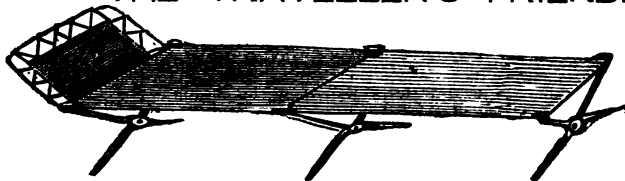
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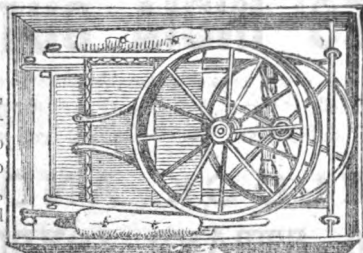
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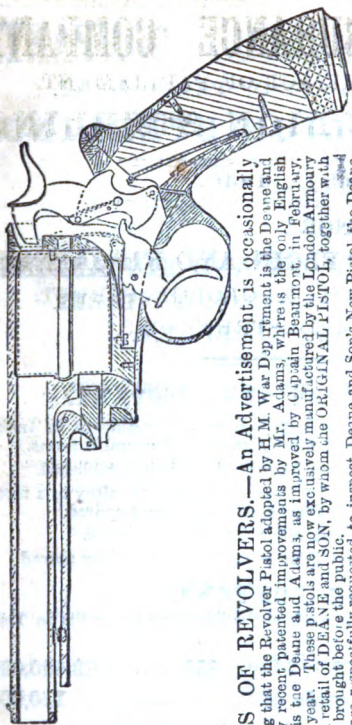
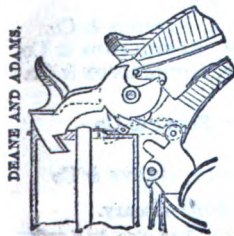
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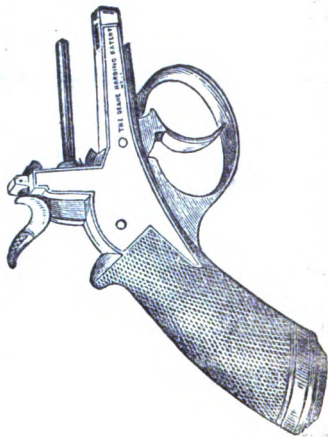
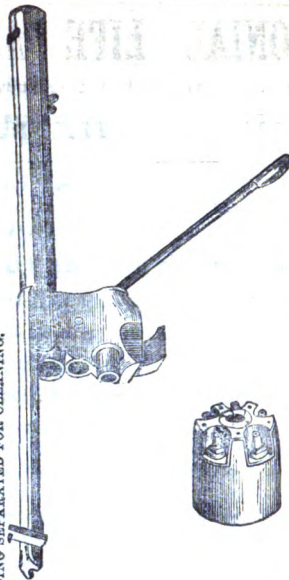
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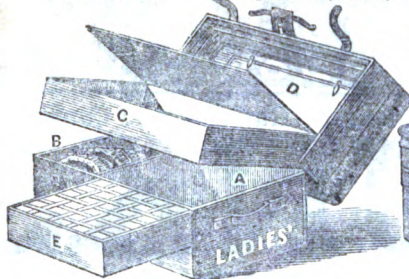
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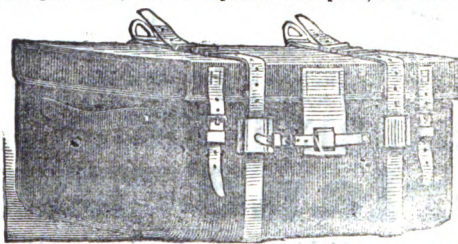
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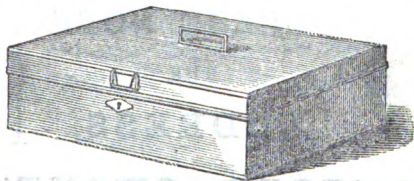


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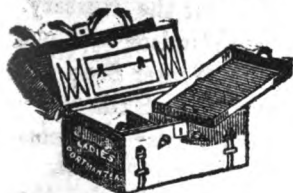
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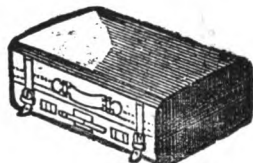
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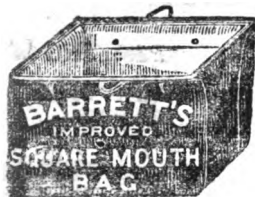


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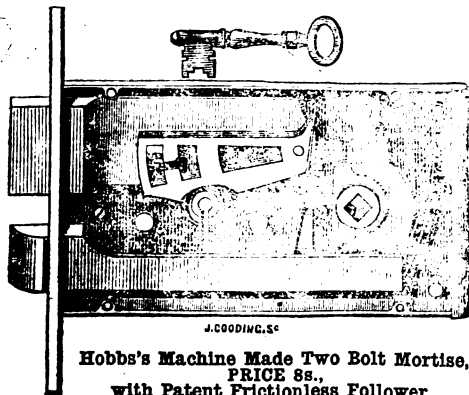
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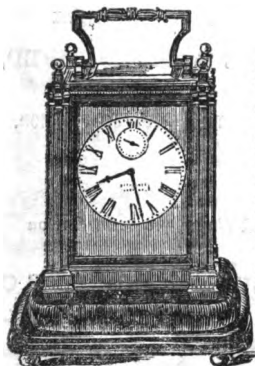
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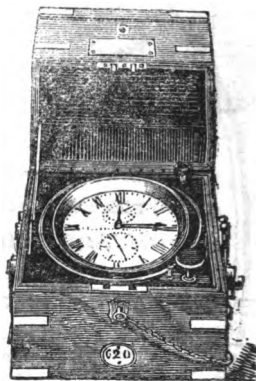


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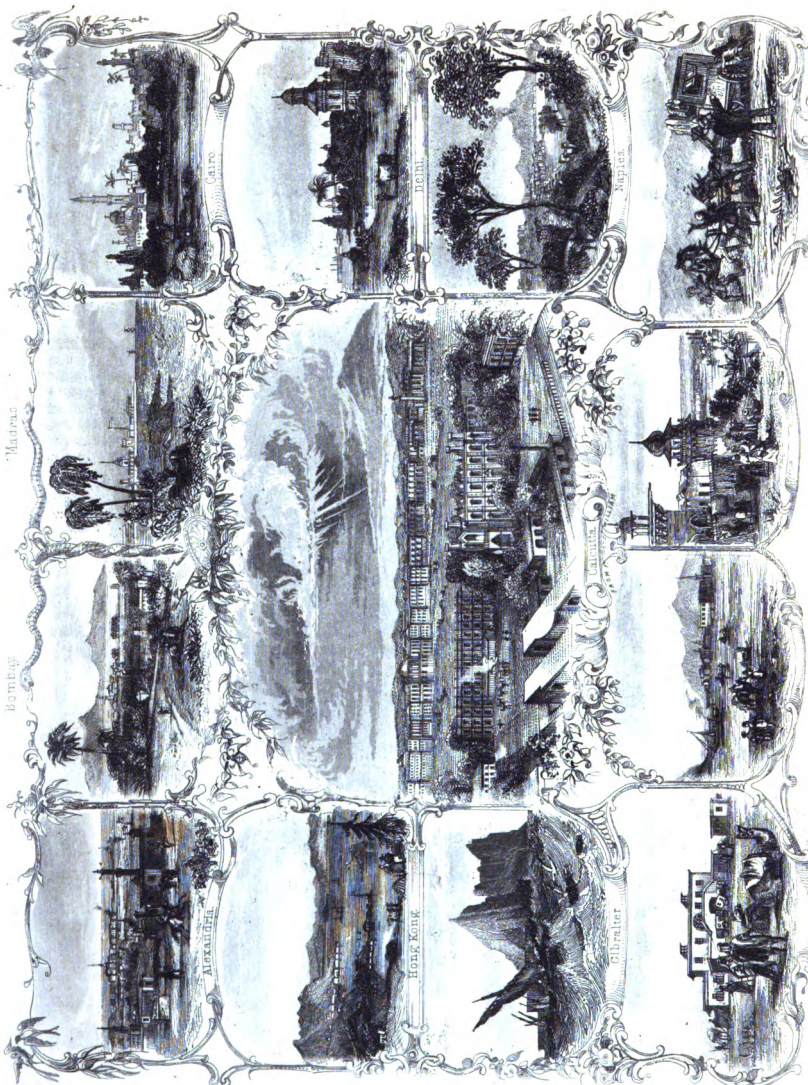
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## P R E F A C E .

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THE assumption of the Indian Government by Her Majesty—the improvements that have taken place in the Overland communication with India, within these few years—the opening of the Egyptian and Indian Railways and Telegraphs, together with the competition of candidates for the Indian Civil Service, have rendered a *Through Route Overland Guide* an indispensable necessary to Traveller to and from all parts of Great Britain and the Indian Empire. This Hand Book contains a series of valuable long *Through Route Tables*, showing at a *coup d'œil* how to reach that vast territory, the arrivals and departures of Railways, Steam Packets, and every description of conveyance throughout all the routes, the cost of such, including every expense, both travelling and incidental, currency in use, first-class hotels, time tables, and telegraph rates, of *all* the railways, description of the most remarkable objects at and in the vicinity of all the stations, priced list of outfits, most carefully compiled, combining the articles required for both sexes, and selected with a due regard to the necessities of the climate and position of travellers, also the addresses of the principal establishments at which such can be procured. Post Office regulations, a well selected list of Works, to enable travellers to render themselves perfectly *au fait* with the manners, customs, and history of the scenes visited. From these slight details, our readers will be able to appreciate the value of this OVERLAND BRADSHAW, as a companion, not only to travellers, but also to the future Indian Government officials. Much has been written about the Indian Government, of all grades becoming involved in debt soon after entering on the duties of their respective appointments, but, strange to add, no *practical* information has yet been published to guide the inexperienced “Griffins,” as novices in Indian life are termed, on their *début* in the Land of Veda. The publishers of this *brochure* have, therefore, considered it their duty to supply this desideratum, and to minutely and fully explain *in detail* how such a state of things may be avoided, and to lay down a system of domestic economy applicable to Indian habits and customs, which will protect the future servants of the Indian Government from imposition, and which, if strictly enforced and carried out, will enable them not only to maintain an honourable and independent position in society, but command the respect of the natives during the entire period of their sojourn in the British Indian Empire.

LONDON, 1861.

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# BRADSHAW'S

## RAILWAY, &c.,

### THROUGH ROUTE AND OVERLAND GUIDE TO INDIA, EGYPT, AND CHINA.

ABBREVIATIONS.— = Signifies Railway Stations ; †, Telegraph Stations.

#### PASSPORT.

To obviate all delay and annoyance, the Overland traveller must provide himself with a Foreign Office Passport, which can be obtained at Downing Street, Westminster. Fee, 2s. It is necessary that the party applying for that document should be known or recommended to the Secretary of State for Foreign Affairs, or through the recommendation of a Banker or Banking establishment in any part of the United Kingdom, or that of a Mayor of a Corporate Town, Magistrate, Justice of the Peace, Solicitor, or Physician. Applications must be made in writing, and addressed to the Chief Clerk of the Foreign Office, with the word "Passport" written upon the cover. The Passports are granted between the hours of 11 and 4 on the day following that on which the application has been received at the Foreign Office. Such application should be made at least six days prior to departure, so as to enable the traveller to obtain the visés (signatures of the foreign ambassadors of those continental powers through whose dominions the Overland tourist intends to pass *en route* to India). It is strongly recommended that the passport should be bound in a small book (resembling a pocket-book in size and thickness), having a few blank leaves annexed,

so as to enable the ambassadors, &c., to affix their visés, the whole arrangement of which will be undertaken by Mr. W. J. Adams, 59, Fleet-street, if travellers apply, either personally or by letter, stating the route they intend taking, by which both trouble and delay will be obviated. For detailed information respecting passports and visés, see *Bradshaw's Continental Guide*.

#### PRINCIPAL FOREIGN PASSPORT OFFICES IN LONDON,

WHERE FOREIGN OFFICE PASSPORTS ARE TO  
BE VISÉD.

Austrian Legation, Chandos House, Cavendish-square.

Baden Consulate, 1, Riches Court, Lime-Street, City.

Bavarian Legation, 3, Hill-st., Berkeley-sq.

Belgian Consulate, 52, Gracechurch-street, City.

French Consulate, 86, King William-street, City.

Portuguese Consulate, 5, Jeffery's-square, City.

Russian Consulate, 2, Winchester-buildings, City.

Sicilian Legation, 16, Park-lane, and 15, Cambridge-street, Edgeware Road.

Spanish Legation, Hereford Street, May Fair.

Turkish Embassy, 1, Bryanston-square.

Sardinian Consulate, 31, Old Jewry.

Prussian and Rhine 106, Fenchurch-street.

Hanseatic Consul, 65, Fenchurch-street.

Hanover Embassy, 44, Grosvenor-place.

Swiss Consulate, 21, Old Broad-street, City.

Saxony, Saxon Embassy, 3, Hobart-place.  
Eaton-square.

Wurtemberg Consulate, 106, Fenchurch-street, City.

It is requisite that the bearer of every passport granted by the Foreign Office should sign his passport before he sends it to be viséd at any Foreign Mission or Consulate in England; without such signature either the visa may be refused, or the validity of the passport questioned abroad. And travellers who may have any intention of visiting the Austrian States at any time in the course of their travels on the continent, are particularly and earnestly advised not to quit England without having their passports viséd at the Austrian Mission in London; but there is no necessity for the visa to a Foreign Office passport of either the French, Belgian, Prussian, or Sardinian authorities in the United Kingdom. Travelers (being British subjects) are also informed that they can enter the territory of the French Empire, without a passport, but if they desire to be allowed to view the public institutions, they must present their cards to the Sous Prefect at the place of landing, who will stamp it, and on its production they will be allowed free access. All applications to the foreign missions must be made from 12 to 2, daily, except Sundays, and most of them require fees, varying from 3s. 6d. each.

## VISES REQUIRED BY THE OVERLAND TRAVELLER.

Routes 1 to 4 require no visés for the outward journey.

Route 5 that of the Austrian authorities.

Route 6 those of the Austrian, Swiss, and Baden authorities.

Route 7 those of the Austrian and Swiss authorities.

Route 8 those of the Austrian, Baden, and Wurtemberg authorities.

Route 9 those of the Austrian, Bavarian, and Wurtemberg authorities.

Route 10 those of the Austrian and Bavarian authorities.

Route 11 that of the Austrian.

Route 12 that of the Austrian authorities.

Route 13 no visés.

Route 14 that of the Austrian authorities.

Routes 15 and 16, no visés.

Route 17, that of the Dutch authorities.

Homeward-bound travellers are particularly cautioned that before their embarkation from India, China, or Egypt, they *must* procure, if they intend to land at any French port, an English passport, viséd by the French Consul, as they will not be permitted, according to the new Passport Regulations, to land in France *without* such. If they have omitted to, or cannot, obtain that document in India they must procure it from the British Consuls at Alexandria or Cairo, and have it viséd by the French Consul there. These precautions are *indispensably* necessary.

## LUGGAGE.

The Overland traveller should not encumber himself with more baggage than is actually necessary, and should confine the size and weight of his packages as nearly as possible to the regulations issued by the Egyptian Transit Administration.

Assuming the passenger embarks at Southampton, it will be desirable to pack such articles as are required for immediate use, together with a week or ten days' supply of linen, &c., in one of the travelling bags allowed by the Peninsular and Oriental Company in their cabins, and to reserve that bag to take on board with him at Southampton.

The remainder of the outfit should be packed in the Regulation Trunks, or str-tight cases, not exceeding 80lbs. in weight, nor measuring more than—length, 3ft.; breadth, 1ft. 3in.; depth, 1ft. 2in. All the packages should be well secured, and have the traveller's name and place of destination distinctly painted thereon. These remarks are equally applicable to the homeward-bound journey, when Camphor Wood Boxes must be used. It should be shipped at Southampton three days prior to the sailing of the steamer, or sent to the Peninsular and Oriental Company's parcel office on the 1st and 17th of every month, at No. 122, Leadenhall-street, London; insurance should be effected thereon, and the freight throughout must be paid. An arrangement should be entered into with the Peninsular and Oriental Company as regards such, if the baggage be *considerable*, and that must be attended to on the 30th and 15th of every month, and before 12 a.m. on those days. If the traveller is homeward-bound he can make arrangements at Alexandria, or at his port of embarkation, with the Peninsular and Oriental Company's agent for the transmission of his baggage to England. The charge (provided the traveller embarks on board the Peninsular and Oriental steamers at Suez or Aden) is:—

For every excess over 3 cwt., 34s. per cwt., transit through Egypt included.

For the regulated allowance of 3 cwt., 21s. per cwt., transit through Egypt included.

For every excess over 3 cwt., between Suez and India, 40s. per cwt., transit through Egypt included

For every excess over 3 cwt., between Southampton and Alexandria, and *vice versa*, 20s. per cwt.

The regulated allowance is, each passenger, 3 cwt., and servants 1½ cwt.

## TRAVELLING COSTUME FOR GENTLEMEN.

The most comfortable dress that can be worn on this route is a light grey suit, consisting of shooting coat, vest (to button closely up), and trowsers to match, all of which should be made *loose*, and of thin cassimere cloth. Waterproof overalls, a light coloured reversible coat, pair of Wellington patent leather boots with stout soles, Mand shawl, which can be used as a dressing-gown in the morning, wrapper by day, and coverlet by night, foraging cap, having a white calico cover, well quilted, with a curtain to the back, so that, when put on the cap, it will hang down well over the nape of the neck and protect it from the sun. A plubac (or silk umbrella), covered with white calico, contained in a walking-stick, travelling pouch, with strap to sling across the shoulders, which will hold the traveller's keys, passport, bills, cash in sovereigns (to be placed in substantial leathern purses), small achromatic telescope, pocket-book, containing pens, inkstand, pencil, knife, scissors, sealing wax, sticking plaster, pin-cushion, address cards, paper knife, writing paper, together with a well-filled housewife, and a pair of thread gloves. He should also carry with him a brown veil (to tie over his head and under his chin when crossing the desert), a bottle of smelling-salts, a flask, bottle and cup (for brandy). A pair of dogskin gloves should be worn on the

journey, and green or blue double spectacles must be used after leaving Marseilles or Trieste. These remarks are equally applicable to the homeward-bound route: but in that case warm clothing should be worn on leaving Egypt.

### KIND OF COIN

#### ABSOLUTELY NECESSARY FOR THE JOURNEY.

On no account should the Overland traveller take either Circular or Bank of England notes. The former are not only very inconvenient, but are liable to considerable loss in the rate of exchange at every place they are cashed, and on the latter that of a shilling in the pound takes place, and their genuineness is *questioned* abroad at all places beyond Trieste or Marseilles. Nothing but sovereigns (*not* half-sovereigns) are required, and the necessity of being provided with that coin will appear evident when it is stated that the agents of the Peninsular and Oriental

Company require travellers to pay their passage money in sovereigns. The traveller should never attempt to offer his gold to hotel-keepers in payment of their accounts, but enter a money changer's (or Bureau de Change) at the various continental towns or cities he may stop at, and exchange as many pieces as he may require to defray his expenses (and no more), from whom he will always receive the intrinsic current value of that coin. Care must, however, be taken prior to quitting the last continental port (*i. e.* either Marseilles or Trieste) not to carry away any foreign silver coins, for they will be found perfectly useless, as they will not be received at any place during the remainder of the journey, except at Alexandria, where French money is taken at the hotels. The same precaution must be observed on the homeward-bound voyage. Sovereigns can be purchased in the different Presidencies, in the bazaars generally, at 10 Rupees and 4 Annas each.

## VALUE OF SOVEREIGNS

TRIAL OF COVERINGS  
IN THE MONEY FOR THE VARIOUS COUNTRIES THROUGH WHICH THE OVERLAND TRAVELLER MAY HAVE OCCASION TO PASS.

AUSTRIA.		BELGIUM.		CEYLON.		FRANCE.		GER- MANY.		SWITZER- LAND.		EGYPT.		INDIA.		ITALY.		PRUSSIA.		HAMBURG & HOLLAND.					
				The same as in England.																Marks.		Shillings.		Pfenning.	
																				16		12		..	
						Cents.				Centimes.		Paras.		Rupees.		Lire.		Florins.							
						Franks.				Franks.		Piastres.													
						Franks.																			
						Cents.																			
						Franks.																			

## TABLE OF FOREIGN COINS.

HOLLAND.	5 Cents — 1 Stiver. 20 Silvers — 1 Florin. 50 Cents — 1s.
HAMBURGH.	16 Shillings — 1 Mark. 13½ Shillings — 1s.
PRUSSIA AND RHINE.	12 Pfennings — 1 Silver Groschen. 30 Silver Groschen — 1 Thaler. 5 Thalers 20 Silver Groschen — 3 Dollars. ¾ Thaler — 10 Silver Groschen. ½ Thaler — 5 Silver Groschen. ¼ Thaler — 2½ Silver Groschen. 10 Silver Groschen — 1s.
INDIA.	4 Pie — 1 Pice. 3 Pice — 1 Anna. 16 Annas — 1 Rupee. 8 Annas — 1s.
ITALY.	The Coins vary according to the State the Traveller may pass through. 2 Paoli 5 Bajolchi — 1s.
EGYPT.	40 Paras — 1 Piastre. 5 Piastres — 1s.
SWITZERLAND.	The same as in France.
GERMANY.	60 Kreuzers — 1 Florin. 29 Kreuzers — 1s.
FRANCE.	The same as in Belgium.
CEYLON.	The same as in England; but Spanish Dollars, as well as Rupees, are current. 5 Reals — 1s.
BELGIUM AND FRANCE.	5 Centimes — 1 Sou. 20 Centimes — ½ Franc. 50 Centimes — 1 Franc. 100 Centimes — 1 Franc. 20 Francs — 1 Napoleon. 1 Franc 5-Cents — 1s.
AUSTRIA	60 Kreuzers — 1 Florin. 29 Kreuzers — 1s.

# TABLE OF CURRENCY OF THE FOREIGN STATES PASSED THROUGH EN ROUTE TO AND FROM INDIA.

	Fennings.	Grotes or Pence Flemish.	Sols Lub or Shillings Lub.	Flemish Shillings or Sil. Gro.	Marks.	Rix Dollars.	Ducats Flemish.	£ Flemish.	16 Marks and 12s. or 36s. and 9d. Flemish. Banco=£1 sterling.
<b>Hamburg.</b>	6 12 72 192 576 1152 1440	1 2 12 32 96 192 240	.. 1 6 16 48 96 120	.. .. 1 2½ 8 16 20	.. .. .. 1 3 6 7½	.. .. .. .. 1 2 2½	.. .. .. .. .. .. 1½	.. .. .. .. .. .. 1	
	Fennings.	Kreutzers.	Batzens.	Florins.	Rix Dollar.				149 Batzen=£1 sterling.
<b>Frankfort, Mannheim, &amp;c.</b>	4 16 240 360	1 4 60 90	.. 1 15 22½	.. .. 1 1½	.. .. 1 1½	.. .. .. 1	.. .. .. 1	.. .. .. 1	
	Fennings.	Kreutzers.	Florins or Guilders.	Rix Dollars on Account.	Rix Dollar Specie.				In other parts of Germany 11 florins 12 kreutzers=£1. 9 florins and 57 kreutzers=£1 sterling.
<b>Vienna, Augsburg, &amp;c.</b>	4 240 360 480	1 60 90 120	.. 1 1½ 2	.. .. 1 1½	.. .. 1 1½	.. .. .. 1	.. .. .. 1	.. .. .. 1	
	Fennings.	Grotes or Pence.	Stivers.	Shillings Flemish.	Florins or Guilders.	Rix Dollars.	£ Flemish.		11 Guilders and 70 Cents or 38 Shillings=£1 sterling.
<b>Rotterdam.</b>	8 19 96 320 800 1920	1 2 12 40 100 240	.. 1 6 20 50 120	.. .. 1 3½ 8½ 20	.. .. .. 1 2½ 6	.. .. .. .. 1 2½	.. .. .. .. .. 1	.. .. .. .. .. 1	
	Deniers.	Centimes.	Sous.	Decimes.	Livres Old.	Livres New.	Ecu.	5 Franc Pieces.	125 Francs 6 Centimes=£1 sterling. English coin is now also current in Mauritius.
<b>France, Mauritius, and Switzerland.</b>	240 12 24 240 243 720 1215	1 4½ 10 98½ 100 296½ 600	.. 1 2 20 20½ 60 100½	.. .. 1 9½ 10 29½ 50	.. .. .. 1 1½ 3 5½	.. .. .. .. 1 2½ 5	.. .. .. .. 1 1½ 1	.. .. .. .. .. .. 1	
	Grani.	Carlini.	Tari.	Ducat di Regno.					604 Grani=£1 sterling.
<b>Naples.</b>	10 20 100	1 2 19	.. 1 6	.. .. 1	.. .. 1	.. .. 1	.. .. 1	.. .. 1	

Spain and Gibraltar.	Maravedis Vellon.	Maravedis of Plate.	Reals.	Piastres	Ducats of Exchange.	Pistole of Exchange.	1 Dollar of Plate, = 36 Pence sterling.			
	1 64 512 765½ 2048	1 34 272 375 1088	1 8 11½ 32	1 1 1½ 4	1 1 1 29½	1 1 1 1				
Genoa.	Denari di Lire.	Denari di Pesze.	Soldi di Lire.	Soldi di Pesze.	Lire.	Crown of Exchange.	Pesze.	Gold Crown.	39 Lires Italiana, = 21 sterling.	
	5½ 12 69 240 1104 1360 2308	1 2½ 12 41½ 192 240 488½	1 1 5½ 20 93 115 234	1 1 1 3½ 16 21 40½	1 1 1 1 4½ 5½ 11½	1 1 1 1 1 1 2½	1 1 1 1 1 1 2½	1 1 1 1 1 1 1		
Leghorn.	Denari di Lire.	Denari di Pesze.	Soldi di Lire.	Soldi di Pesze.	Lire Moneta Buona.	Lire Moneta Buona.	Pesze of 8 Reals.	1 Pesza, = 40½d. sterling (1/4d.)		
	5½ 12 69 230 240 1380	1 2½ 12 40 41 240	1 1 5½ 19½ 20 115	1 1 1 3½ 3½ 20	1 1 1 1 3½ 6	1 1 1 1 1 5½	1 1 1 1 1 1			
Venice.	Denari Piccoli.	Soldi	Lire Piccoli.	Ducat Corrente.	Ducat Effective.	Centimes = 41 sterling.				
	12 240 1458 1920	1 20 124 160	1 1 6½ 8	1 1 1 1½	1 1 1 1					
Prussia.	Fennings.	Shillings Dantisc.	Groschens.	Florins, or Guilders.	Rix Dollar.	19½ Florins = 41 sterling.				
	6 18 540 1620	1 3 90 270	1 1 30 90	1 1 1 3	1 1 1 1					
England.	Farthings.	Pence.	3 Penny Pieces.	4 Penny Pieces.	Shillings	Florins.	Half Crown.	Crown.	Half Sovereign.	Sovereign.
	4 12 16 48 96 120 240 480 960	1 3 4 12 24 30 60 120 240	1 1 1 4 8 16 20 40 80	1 1 1 3 6 12 15 30 60	1 1 1 1 2 2½ 5 10 20	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1

Constantinople.	SILVER.				GOLD.				A Sarcophagus = 108 to 112 Piasces.
	1 Piastre (Ghronch).	.....	= 2d.		Enbrah = 6½d.				
1/2 "	(Jrim-pars)	.....	= 1d.		Beachik = 1s. 1½d. or 5 Piasces.				
1/4 "	(Onlonk)	.....	= ½d.		Old Glazi = 4s. 6d.	"	20	"	
					----- = 4s. 2d.	"	25	"	
					----- = 2s. 6d.	"	10	"	
					----- = 1s. 6d.	"	5	"	



**BRADSHAW'S RAILWAY, ETC., THROUGH ROUTE**

<b>Egypt.</b>	<b>Mangars.</b>	<b>Aspera.</b>	<b>Para.</b>	<b>Piastre or Dollar.</b>	97½ Piastres = £1 sterling.
	4	1	..	..	
	12	3	1	..	
	480	120	40	1	

<b>Calcutta.</b>	<b>Current Pice.</b>	<b>Current Annas.</b>	<b>Current Rupees.</b>	<b>Sicca Rupee.</b>	1 Sicca Rupee = 1/10d. sterling.
	12	1	..	..	
	192	6	1	..	
	222½	18½	1½	1	

<b>Madras.</b>	<b>Cash.</b>	<b>Panams.</b>	<b>Rupees.</b>	<b>Pagoda.</b>	Now (1859) the same as Calcutta, but formerly thus kept:— 1 Rupee=2s. sterling.
	80	1	..	..	
	960	12	1	..	
	3360	42	3½	1	

<b>Bombay.</b>	<b>Pice.</b>	<b>Pice.</b>	<b>Anna.</b>	<b>Rupees.</b>	<b>Gold Mohur.</b>	10 Rupees— £1 sterling.
	4	1	..	..	..	
	12	3	1	..	..	
	192	48	16	1	..	
	3082	768	256	16	1	

<b>Canton.</b>	<b>Cash.</b>	<b>Candarives.</b>	<b>Maces.</b>	<b>Taal</b>	1 Taal is — 6/8d.
	10	1	..	..	
	100	10	1	..	
	1000	100	10	1	

<b>Batavia.</b>	<b>Centimes.</b>	<b>Florin.</b>	11 Florins & 70 Centimes—£1.
	100	1	

<b>Malta.</b>	<b>Grani.</b>	<b>Tari.</b>	<b>Scudo.</b>	1 Scudo = 11s. 8d.
	20 240	1 12	.. 1	

**HINTS AS REGARDS THE LUGGAGE OF LADIES TRAVELLING OVERLAND.**

Ladies should take with them, on the Overland Route, a black waterproof trunk, about the following dimensions, viz., 2½ feet in length, 1½ feet wide, and 1½ feet high. This should have a division about half way up, one side being wider than the other, and a tray to lift in and out, in which might be packed about four dresses and two bonnets, in the smaller division;

the linen, boots, shoes, &c. in the larger compartment, and the laces, collars, handkerchiefs, and finery in the tray. It should not be made flat at the top, but oval, and ought to have a leathern cover, with the name and destination painted in full thereon, in white letters, and strapped outside. A small bag, which should contain toilet and writing utensils at the sides—the night-clothes and slippers being placed in the middle will be found imperatively necessary, care being taken not to omit packing up some Eau de

Cologne, scented soap, (that most essential article never being supplied at hotels on the continent), and smelling-salts. This bag will be the only article that a lady can possibly manage to carry with her on her journey from Alexandria to Suez, consequently she will act wisely to place inside it, (prior to leaving the steamer at Alexandria), one change of linen only, which must serve her until she reach the steamer at Suez. And on no account should any lady expose herself to the sun, without taking care always to wear a brown veil, and use an umbrella covered with white calico. The use of spectacles, on reaching Malta, should not be neglected, and a well-filled smelling-salts bottle ought to be kept about the person, and the drinking of water avoided. Under no consideration should any lady attempt this journey without providing herself with one of Walter's Travelling Conveniences, for both health and comfort will be considerably enhanced by such precaution.

#### LIBRARY, OR BOOKS OF REFERENCE.

Any Civilian or European who may be anxious to obtain as much valuable information as possible of the country in which he is going to reside, will do well to add to his outfit a Library, which will contribute much to beguile his weary hours, and enlighten him as to the manners, customs, peculiarities, and origin of the various castes with whom he will hold constant intercourse. It should be packed in a box containing shelves (with four legs on castors to fit on and off it), so that when it reaches India it will form a small bookcase. A selection may be made from the following works, viz.:

Lord Mahon's British India, 1 vol.  
 Kaye's Administration of the E. I. Co.  
 Dow's History of Hindustan, 3 vols.  
 Brigg's Mahomedan Power in India, 4 vols.  
 Shore's Notes on Indian Affairs.  
 Malcolm's Political History of India.  
 Prinsep's Transactions of India, 1812 to 1818.  
 Hughes' Political and Military Events in India.  
 Ludlow's India and its Races.  
 Campbell's India.  
 Stewart's History of Bengal.  
 Orme's Hindustan.  
 Wilk's History of Maisier (Mysore).  
 Grant Duff's History of the Marathas.

Cunningham's History of the Sikhs.  
 Smyth's Reigning Family of Lahore.  
 Postans' Sindh.  
 Burton's Sindh and the Races of the Indus Valley, 1851.  
 Bengal Asiatic Transactions, vol. 23—1848, (Tulfata 'l Kiram).  
 Tod's Rajasthan.  
 Bird's Analysis of the Mirat-i-Almadi.  
 Forbes' Ros Neala.  
 Malcolm's Central India, 1824.  
 Oliphant's Visit to Nipal (Nepaul).  
 Stirling's History of the Rajas of Orissa.  
 Malcolm's Memoirs of Lord Clive.  
 The Supplementary Despatches, vol. 1.  
 The Parsees, by Dossaboy Framjee, late Professor of the Elphinstone College, Bombay, and Professor at the London University.  
 Gleig's Life of Lord Clive.  
 ——— Sir T. Munro.  
 Life of Sir Charles Napier.  
 Kaye's Lives of Metcalfe, Tucker, and Malcolm.  
 Hukluyt, vols. 2 and 5.  
 Purchas' Pilgrims, vol. 1. (Books 4 and 5).  
 Fryer's Account of India.  
 Forster's Journey from Bengal to England.  
 Buchannan's Travels through Mysore and Kanada.  
 Tod's Travel's in Western India.  
 Fitzclarence's Journey from India to England.  
 Lord Valentia's Travels.  
 Jacquemont's Voyage aux Indes.  
 Graul's Indische Reise.  
 Bacon's First Impressions of India.  
 Baron Hugel's Travels in Kashmir and the Punjab.  
 Fraser's Tour in the Himalayas.  
 Burton's Unhappy Valley.  
 Burnes' Visit to the Court of Sindh.  
 Mrs. Postans' Kachh (Cutch).  
 ——— Western India.  
 Hervey's Ten Years in India.  
 Dry Leaves from Young Egypt.  
 Davidson's Trade & Travel in the Far East.  
 Van Orlich's Travels.  
 Welsh's Military Reminiscences.  
 Taylor's Memoirs of a Thug.  
 Rice's Tiger Shooting in India.  
 Smoult's Edition of Raikes' Nilgiris.  
 Laurence's Thakurine, and Life of an Adventurer.  
 Autobiography of Lutfullah.

Fane's Five Years in India.

Letters from Madras.

Bradshaw's Hand-Books to Bombay, Madras, and Bengal.

Crawford's Dictionary of the Eastern Archipelago.

The Kanim-i-Islam, an Account of all the Mahommedan Customs, &c.

Cotton's Public Works in India.

Wingrove Cooke's China, 1857-58.

Milne's Life in China.

Japan and her People, by Steinmëtz.

Dr. Bird and Mr. Ferguson's Caves of India.

Murray's Hand Books of India.

The Wellesley Dispatches.

Sir Robert Comyn's History of the Western Empire.

Taylor and Mackenna's History of India, 7s. 6d.

Elphinstone's ditto, 8vo.

Thornton's ditto, 6 vols., 8vo.

Mills's ditto, by Wilson, 9 vols., post 8vo., 5th edition.

The East India Year Book.

Gilchrist's General India Guide and Vade Mecum.

Thornton's East India Gazetteer, 6 vols.

—— Chapters of the Modern History of British India.

Martin's Statistics of the Colonies of the British Empire.

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Indian Commissioners' Reports to the House of Commons.

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Laurence's Adventures of an Officer in the Service of Runjeet Singh.

Major Griffith's Journal Overland to India.

Richardson's ditto ditto.

Stocqueler's ditto ditto.

Bishop Heber's Works on India.

Life of Colonel Skinner

Lieut. General Outram's Works on India.

Dr. George Buist's, LL.D., F.G.S. ditto.

Lieutenant Burton's ditto.

Lieutenant Burton's Goa.

Bartlett's Overland Guide.

—— Nile Boat.

Sir Henry Dalzell's Sketches of India.

Sir James Brooke's Borneo.

Simmons' Geography of India.

Baker's Rifle and Hound in Ceylon.

The East India Company's Book of Routes for the Three Presidencies, only obtainable at each Presidency.

Life in Bombay.

Macaulay's Essays and Works.

The Bombay, Madras, and Calcutta Reports of the Boards of Education at those Presidencies, only procurable at each Presidency.

Anglo-India—Social, Moral, and Political.

Emma Roberts' Scenes and Characteristics of Hindoostan.

Wilson's Select Specimens of the Theatre of the Hindus.

Captain Osborne's Works on India.

Lieutenant Wood's ditto.

Sir Alexander Burnes' ditto.

Lady Sale's ditto.

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Dr. Don's Papers to the Bombay Medical and Physical Society.

Cumming's Travels on the Nile.

Lieutenant-Col. Sleeman's Works on India.

A Lady's Visit Round the World.

Clune's Book of Indian Roads, obtainable at Calcutta.

Anguillon de Perron's Travels in India.

Bertolacci's Ceylon.

Bell's Commerce of Bengal.

Krusenstern's Voyage Round the World.

Kampfer's History of Japan.

Milburn's Oriental Commerce.

Colonel Sykes' Works on India.

Forbes' Works on India.

Napier's Indian Misgovernment.

Lord Metcalfe's Correspondence, which contains The History of the Affghan War.

Abbot's Herat to Khiva, 2 vols.

Speir's Ancient Life in India.

Mrs. Young's Moslem Noble, his Land and People.

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Oehme and Lloyd, 124, Bishopsgate Street Within. A. S. Ayrton, Esq., M.P., the Temple, barrister-at-law. John Connon, Esq., barrister-at-law, Pump Court Temple.

## THE REAL VALUE OF LETTERS OF INTRODUCTION IN INDIA.

As in all probability the European will be furnished with several letters of introduction, it may be as well to warn him that upon the delivery of those credentials (which should be sent on his arrival by a Sepoy belonging to the hotel or club at which he is staying, with his card and address in full), the following morning he should make a personal call, such being the etiquette observable in India. He must not anticipate to be cordially received, or to have a "*carte blanche*" given him to renew his visits whenever he may think proper or convenient; for an old resident in India, although most unbounded in his hospitality, must have some intimate knowledge of an individual—some insight into his habits, character, &c.—ere he fraternizes with, or allows a Griffin, (as a new comer in India is termed), "to put his legs under his mahogany" whenever he likes. He will be received with marked and studied politeness, and then bowed out most courteously;

and not until he has established himself, and becomes better known (either personally or by report) to the old Indian, must he look for anything beyond the polite bow or nod of recognition, and perhaps, as a mark of great condescension, an occasional invite. Still, should any unforeseen misfortune overtake him, then, upon making an application to him (provided that his entire conduct has been fair and honourable), the old Indian resident will relax his rigidity and interest himself most warmly and heartily

in his behalf, and serve him to the very best of his ability, and the uttermost of his power; but if, on the other hand, the Griffin has been guilty of any "*faux pas*," or has acted indiscreetly, he has nothing to expect at the hands of the resident; his letter of introduction will not then have the slightest weight with him. So that, in fact, these credentials are not of much value to any Civilian or European on his entrance into Indian life.

### A LADY'S OUTFIT.

THE FOLLOWING IS THE LIST OF THE NECESSARY OUTFIT A LADY OUGHT TO PURCHASE FOR THE JOURNEY (VIA OVERLAND ROUTE) AND RESIDENCE IN INDIA.

No. of Articles.	Rate.	Amount.	
		£	s. d.
12 Calico Chemises ..... each	3 6	2	2 0
24 Cambric do. .... each	4 6	5	8 0
12 Cambric or Long Cloth Slips..... each	7 6	4	10 0
12 Middle Petticoats ..... each	3 9	2	5 0
6 Corded do. .... each	6 6	1	19 0
2 Steel do. .... each	16 6	1	13 0
2 pairs Corsets ..... per pair	21 0	2	2 0
4 Flannel Petticoats ..... each	10 6	2	2 0
24 Thresher's India Gauze Waistcoats.... each	5 6	6	12 0
24 pairs Cambric Trowsers (plain).... per pair	3 6	4	4 0
12 Do. do. (Trimmed) per pair	6 6	3	18 0
24 Calico Night Dresses ..... each	6 6	7	16 0
12 Night Caps (common) ..... each	3 6	2	2 0
6 Sprig Muslin Night Caps ..... each	8 6	2	11 0
6 pairs Mosquito Sleeping Trowsers.. per pair	3 6	1	1 0
1 White Flannel Dressing Gown.....	30 0	1	1 0
1 Coloured do. ....	50 0	2	10 0
4 White Muslin do. ....	20 0	4	0 0
2 Coloured Dressing Gowns..... each	16 6	1	13 0
2 Morning Robes..... each	25 0	2	10 0
36 Cambric Pocket Handkerchiefs ..... each	2 6	4	10 6
12 Fine French Cambric Handkerchiefs.. each	4 6	2	14 0
36 Fine Towels ..... each	1 6	2	14 0
12 pairs Fine White Cotton Hose .... per pair	3 6	2	2 0
(12 pairs Lisle Thread or Silk Hose for Dress, about per pair, 5s. 6d.)			
2 pairs Black Silk Hose ..... (Riding Collars and Sleeves, <i>ad lib.</i> )	8 6 ...	0	17 0 ...
12 pairs Kid Gloves, sewn with thread, per pair	3 6	2	2 0
12 pairs White do. do. do.	3 6	2	2 0
6 pairs Thread or Silk Gloves..... per pair	1 6	0	9 0

No. of Articles.	Rate.	Amount.
	s. d.	£ s. d.
1 Clothes Bag .....	5 6	0 5 6
1 Riding Habit.....	110 0	5 10 0
12 yards Fine Flannel .... per yard	3 6	2 2 0
1 Small Leather Bag .....	12 6	0 12 6
2 Trunks .....	42 0	4 4 0
2 Covers to ditto .....	5 0	0 10 0
2 Air-tight Tin Cases for Dresses ..... each	50 0	5 0 0
2 Deal Covers for ditto .....	18 6	1 17 0
6 Boxes Fancy Soaps..... per box	7 6	2 5 0
A good supply of powder, perfumery, and pomade, &c., about 50s. .... }	...	2 10 0
1 Sponge and Bag .....	12 6	0 12 6
1 Dressing Case or Bag ..... about	...	10 10 0
Extra Supply of Brushes, &c..... "	...	2 0 0
1 Work Box .....	...	12 0 0
A good supply of Cotton, Needles, Tape, &c.	...	3 0 0
1 Writing Case .....	...	8 0 0
Extra Stationery .....	...	1 0 0
<b>Total .....</b>	<b>---</b>	<b>149 18 6</b>

## DRESSES, &amp;c.

## Bonnets.

Muslin Dresses for Morning.

Ditto for Evening.

Barege and Light Silk Dresses, or any Fancy material.

2 Ball Dresses.

2 Shawls.

1 Warm Cloak.

2 Opera Cloaks.

Fancy Collars, Sleeves, &amp;c. (ad lib.)

The foregoing list comprises all that is really necessary, but when immediate outlay is not an object, some additions to the numbers may be made with advantage, and any of the following, though not actually necessary, may be added:—

Wools and Material for Fancy Work.

Table and Household Linen.

China, Glass, and Cutlery.

Materials for Dresses, not made up.

Books, &amp;c., &amp;c.

It may be as well to mention that every article of clothing, as well as the dresses, should all be made loose, especially under the arms, to admit of a free circulation, and prevent the unpleasant effects of a profuse perspiration. The boots and shoes should

also fit easy, as the feet in a tropical country are apt to swell. The charges of milliners in India are most exorbitant and frightful in the extreme, it being usual for an European dressmaker to charge from £2 to £3 for making up a dress. Bonnet cleaning, altering, and making proportionally high. Ladies are strongly advised before leaving England to take out with them their own patterns of every article, even from a chemise to a dress, cut out in calico, with the dimensions accurately marked on each piece; as by this plan they can purchase whatever they fancy when in India, and their tailor will make the articles up for them at their bungalow, under their own inspection, by which method an im-

mense saving will be effected. By leaving their measures and instructions with an English or French milliner, they can have forwarded to them monthly, (per Overland Mail), patterns cut in paper of all as well as the best Journals of fashions, at comparatively a small outlay; but if they do not wish to have their dresses, &c., made by their tailor (who should be hired monthly), they can forward instructions to their milliner in England, who will execute their

orders with dispatch, and send them out, *via* Southampton, by the Overland Route. The purchase of boots and perfumes will be effected much cheaper at Marseilles than in London; but should the lady traveller not proceed *via* France, those things had better be bought before leaving England, and all luggage, except one trunk and travelling bag, shipped *via* Southampton, by the Peninsular and Oriental Company's steamer.

### LIST OF UNIFORM AND APPOINTMENTS

REQUIRED BY CADETS OF H. M. INDIAN FORCES ON PROCEEDING TO INDIA.

UNIFORM, &c.	INFANTRY.				CAVALRY.		
	Artillery.	Assistant Surgeon.	Engineers.	Infantry.	Bengal.	Bombay.	Madras.
<b>FULL DRESS:—</b>	<b>£ s. d.</b>	<b>£ s. d.</b>	<b>£ s. d.</b>	<b>£ s. d.</b>	<b>£ s. d.</b>	<b>£ s. d.</b>	<b>£ s. d.</b>
Doublet and Plume .....	7 7 0	...	...	...	11 11 0	...	...
Belt, Sword .....	5 5 0	2 15 0	5 5 0	2 15 0	28 10 0	28 10 0	28 10 0
Barvelled Sash .....	...	...	...	...	7 7 0	8 8 0	8 8 0
Cocked Hat and Plume...	...	4 12 6	5 5 0	...	...	...	...
Chaco complete .....	...	...	...	4 4 0	...	...	...
Helmet and Plume .....	...	...	...	...	...	16 16 0	...
Jacket .....	...	...	...	...	26 5 0	30 0 0	28 0 0
Pouch and Belt .....	8 8 0	...	5 15 6	...	...	...	...
Sword Knot .....	0 18 6	0 18 6	0 18 6	0 18 6	1 5 0	1 1 0	1 10 0
Sword .....	4 4 0	4 4 0	6 6 0	4 4 0	...	...	...
Spurs .....	0 18 6	0 18 6	...	0 18 6	0 15 6	0 18 6	0 18 6
Sabre .....	...	...	...	...	4 4 0	4 4 0	4 4 0
Shoulder Sash .....	...	...	...	3 10 0	...	...	...
Tunic .....	8 8 0	9 9 0	8 8 0	9 9 0	...	...	...
Trousers .....	5 5 0	2 5 0	5 5 0	2 5 0	5 15 6	5 15 6	5 15 6
<b>UNDRESS:—</b>							
Belt .....	2 2 0	2 10 0	5 5 0	2 10 0	4 14 6	5 5 0	4 14 0
Coat, Frock .....	8 8 0	5 15 6	9 9 0	5 15 6	10 10 0	...	...
Coat, Great (Cloak) .....	7 7 0	6 6 0	7 7 0	6 6 0	...	...	...
Cap, Forage .....	1 16 0	1 8 0	1 16 0	1 8 0	2 12 6	2 12 6	2 12 6
Jacket .....	6 6 0	4 4 0	6 6 0	4 4 0	7 7 0	7 7 0	7 7 0
Jacket Cord .....	...	...	...	...	0 10 6	1 10 0	1 5 0
Spurs .....	...	...	...	...	0 15 6	0 15 6	0 15 6
Sword Knot .....	0 5 6	0 5 6	0 5 6	0 15 6	0 15 6	0 15 6	0 15 6
Shooting Case .....	...	...	...	...	...	...	...
Pouch, Belt, &c. ....	2 15 0	...	5 5 0	...	...	...	...
Sword Belt .....	...	...	...	...	...	...	...
Trousers .....	2 8 0	2 5 0	2 8 0	2 5 0	2 12 6	2 12 6	2 12 6
Waistcoat .....	...	...	...	...	5 15 6	...	6 16 6
<b>Total .....</b>	<b>2 1 6</b>	<b>47 10 6</b>	<b>69 14 0</b>	<b>50 15 0</b>	<b>125 0 6</b>	<b>120 14 0</b>	<b>132 13 6</b>

For Personal Outfit, as per List, see page 48.

### LIST OF UNIFORM AND APPOINTMENTS

REQUIRED BY A NAVAL VOLUNTEER FOR HER MAJESTY'S INDIAN NAVAL FORCE.

<b>FULL DRESS:—</b>	<b>£ s. d.</b>	For Personal Outfit, as per List, see page 48.	Sword .....	<b>3 3 0</b>	For Personal Outfit, as per List see page 48.
Belt .....	1 5 0		Sword Knot .....	0 15 6	
Coat .....	5 5 0		Trousers .....	1 14 0	
Hat, Cocked .....	2 13 0		Waistcoat, <i>via</i> .....	...	
Trousers .....	1 16 0		Cashmere .....	0 18 0	
<b>UNDRESS:—</b>			Marcella .....	0 16 0	
Cap .....	1 10 0			222 10 0	
Jacket .....	2 10 0				



# THE NECESSARY OUTFIT FOR A GENTLEMAN PROCEEDING TO INDIA BY THE OVERLAND ROUTE.

No. of Articles.	Rate.	Amount	
		s. d.	£ s. d.
26 Long Cloth Shirts, with Linen Fronts each	6 6	11 14	0
Dress Shirts (if worn, 6 at about 12s. 6d.)	....	....	....
12 Kashmir Flannel Shirts .....each	16 6	9 18	0
36 Shirt Collars .....each	1 0	1 16	0
3 Sets Common Studs for Shirts .....each	4 6	0 13	6
18 Thresher's India Gauze Waistcoats .....each	7 0	6 6	0
12 pairs Calico Drawers .....per pair	3 6	2 2	0
(or Elastic Cotton Drawers), 6s. 6d. per pair	....	....	....
6 pairs India Gauze Drawers.....each	8 6	2 11	0
6 pairs Pyjamas, or Sleeping Drawers per pair	4 6	1 7	0
2 pairs Flannel Pyjamas .....per pair	12 6	1 5	0
36 pairs Fine Cotton Socks .....per pair	1 6	2 14	0
6 pairs Silk Socks .....per pair	7 6	2 5	0
12 pairs Fine Woollen Socks .....per pair	2 6	1 10	0
36 Cambric Pocket Handkerchiefs.....each	2 6	4 10	0
2 Black Gauze Silk Cravats .....each	7 6	0 15	0
6 Coloured Silk Cravats or Ribbons .....each	3 6	1 1	0
White Cravats (if worn, 12 at 2s. 6d.)	....	....	....
12 pairs Dress Kid Gloves, sewn with thread } ..... per pair	4 0	2 8	0
12 pairs Cotton or Thread Gloves .....per pair	1 6	0 18	0
3 pairs Braces.....per pair	3 6	0 10	6
3 pairs extra Brace Ends .....per pair	1 6	0 4	6
24 Towels .....each	1 0	1 4	0
6 Bathing Towels.....each	1 9	0 10	6
2 Dressing Gowns.....each	25 0	2 10	0
1 Clothes Bag .....each	5 6	0 5	6
4 pairs Sheets .. } Not required { per pair	10 6	2 2	0
6 Pillow Cases.. } on the { .. each	1 0	0 6	0
2 Blankets..... } Passage. { .. each	10 6	1 1	0
1 Maude or Railway Wrapper, extra size ....	25 0	1 5	0
6 Damask Breakfast Cloths .....each	7 6	2 5	0
13 Damask Napkins .....each	2 6	1 10	0
1 Mosquito Net.....	25 0	1 5	0
12 pairs Russia Duck Trowsers .....per pair	10 6	6 6	0
6 pairs Drill Trowsers, for dress.....per pair	15 0	4 10	0
6 pairs Brown Holland Trowsers .....per pair	10 6	3 3	0
6 White Jackets .....each	7 6	2 5	0
12 Do. Waistcoats .....each	6 6	3 18	0
2 India Tweed Suits.....each	52 0	5 4	0
1 Dress Coat—fine thin cloth .....each	84 0	4 4	0
1 Dress Waistcoat.....	18 0	0 18	0
1 pair Dress Trowsers.....	32 0	1 12	0
1 Fine Cloth Frock Coat..	105 0	5 5	0

No. of Articles.	Rate.	Amount.
	s. d.	£ s. d.
2 pairs Fine Tweed or Cashmere Trowsers } ..... per pair }	50 0	3 0 0
2 Coloured Waistcoats .....	18 0	1 16 0
1 Warm Overcoat .....	63 0	3 3 0
1 very thin Waterproof Coat.....	30 0	1 10 0
2 pairs Canvas Shoes .....	17 6	1 15 0
2 pairs Walking Boots .....	25 0	2 10 0
2 pairs Dress Boots .....	42 0	4 4 0
1 pair thick Shooting Boots .....	30 0	1 10 0
1 pair Slippers .....	10 6	0 10 6
1 Good Roll Dressing Case.....	50 0	2 10 0
Extra supply of Tooth, Nail, and other } Brushes, &c..... about }	....	1 10 0
1 Box Windsor Soap and Perfumery.....	....	0 10 0
1 Leather Writing Case, with extra supply } of Stationery..... }	55 0	2 15 0
1 Revolver in Case .....	147 0	7 7 0
1 Case Saddlery.....	176 0	8 16 0
2 Cloth Caps .....	3 6	0 7 0
1 Hat .....	18 0	0 18 0
2 Overland Trunks .....	35 0	3 10 0
1 Thresher's Cabin Bag .....	30 0	1 10 0
1 Air-tight Tin Case, for Papers or Cloth } Clothes .....	....	1 15 0
1 Deal Cover for do.....	12 6	0 12 6
3 Canvas Covers for Trunks .....	3 6	0 10 6
1 Small Leather Bag .....	8 6	0 8 6
1 Case, containing Spoons, Forks, &c., for 3 } persons, viz., 3 of each .....	168 0	8 8 0
1 Small Medicine Chest .....	84 0	4 4 0
1 Green or Blue Veil .....	3 6	0 3 6
1 Umbrella.....	21 0	1 1 0
1 Sponge and Bag.....	12 6	0 12 6
12 yards Flannel .....	3 6	2 2 0
<b>Total .....</b>		<b>175 6 6</b>

The foregoing list contains everything that is really necessary for the purpose, and the numbers are as limited as a gentleman can take with any degree of comfort; therefore, where immediate outlay is not an object, some addition may be made with advantage and the following articles, though not actually necessary, will be found very desirable:—

Gun.

Table Linen.

China and Glass.

Cutlery.

Table Lamp.

Lounging Chair.

Telescope.

A good Map of India.

Thornton's Gazetteer of India,  
&c., &c.—See Advertisements.

He is also recommended to supply himself with the Patent Elevator and Observatory, invented by Mr. Stecqueier for the Crimea, which will enable him in his official capacity to obtain an accurate reconnaissance of all the districts in which he may be stationed; and in case of an attack to guard against such prior to the advance of the natives, and which, in the late disturbed state of India, would have enabled officers to act promptly in cases of emergency.

If the civilian is totally unable to command the means necessary to procure himself the above, he must then be content with

### The Civilian's most Frugal Residence Outfit,

and firmly resolve to set aside all the conventionalities of the *élite* of Indian society, into which his position will, as a matter of course, introduce him, which he is most strongly advised to do by the author of this brochure. Then let him practise the most rigid economy, and hasten to provide himself with a RESIDENCE, or Bungalow, containing dining, drawing, two bed and one bath room, cook house, with stabling, small compound and well, at a rental of 40 Rupees per mensem, or £48 per annum; then purchase the FURNITURE absolutely necessary, viz:—

1 Cot (beadstead), with bedding, Mosquito curtain, &c., complete	1 Baking oven
1 Wash-hand stand	4 Salt cellars
1 Chest of drawers	6 Tumblers
1 Dining table	6 Wine glasses
6 Chairs	2 Decanters
2 Easy ditto	6 Plates
1 Sofa	6 Dishes
1 Small Cheffonier	6 Cups and Saucers
1 Punkah	6 Egg Cups
1 Dressing table	6 Soup Plates
1 Table lamp	6 Cheese ditto
2 Hanging ditto	6 Pie Plates
2 Water Jars	2 Sugar Basins
1 Set of iron cooking utensils	1 Slop ditto
6 each, British Silver Table & Dessert Forks	6 each British Silver Tea, Table, Dessert, and Egg Spoons
6 Table & Dessert Knives	1 Fish Slice
2 Pair of Carvers	1 Butir Knife
Tea and Coffee Pot, metal	4 Salt Spoons
	1 Toast Rack
	1 Pair Sugar Tongs
	1 Milk Jug, metal

A horse, buggy, harness, saddle, and stable gear, as (if not going to reside within the Fort, at the capital of the Presidency to which he is appointed,

as then he can hire one daily, weekly, or monthly, as he feels disposed) a palanquin. His

STAFF OF SERVANTS will then consist of a sweeper, body servant or valet, cook, to act as butler, groom (as coachman), hamall, cook boy, and dhobee. He will then only require the additional hire occasionally of a tailor, and his entire Monthly Expenditure may thus be enumerated, viz:—

	R.	£	s.	d.
Rent of Bungalow per month .....	40	or	4	0 0
Bazaar Expenses .....	50	„	5	0 0
Keep of one Horse .....	17	„	1	14 0
Hire of Palanquin or four Bearers....	30	„	3	0 0
Wheel Duty on Carriage .....	4	„	0	8 0
Staff of six Servants .....	48	„	4	16 0
Hire of Dhobee .....	11	„	1	2 0
Ditto of Tailor .....	11	„	1	2 0
Incidental Expenses as enumerated at page 160 .....	54	„	5	8 0

Rupees 265 „ 26 10 0

Saving from Net Income to be appropriated towards defraying the cost of the establishment formed 35 „ 3 10 0

Rupees 300 „ £30 0 0

Which clearly shows that it is quite out of the question for any civilian, on his debut in India, to form an establishment *without* incurring debt, unless his parents or guardians place sufficient funds at his disposal to purchase such for cash, which they are most earnestly solicited to do. If, however, he is appointed to reside at the capital of the Presidency to which he has been gazetted, the only mode in which he can possibly manage to commence his career, without plunging into debt, is to eschew all the *conventionalities* of Anglo-Indian society, as it is at present constituted; and then and there on his disembarkation take up his abode at either an Hotel or Club House, there to remain until his income becomes considerably increased by promotion, or he has saved sufficient out of his present one to enable him to purchase his *entire* establish-

ment for cash. Acting under this suggestion, his MONTHLY EXPENDITURE will then be—

	Rupces.	£	s.	d.
Board and Residence at the Hotel or Club.....	100	or	10	0 0
Body Servant .....	10	"	1	0 0
Dhobee .....	10	"	1	0 0
Tailor .....	12	"	1	4 0
Hire of Palanquin .....	30	"	3	0 0
Incidental expenses, as enumerated .....	54	"	5	8 0
	Rs. 216	"	£21	12 0
Saving from net income.....	84	"	8	8 0
	Rs. 300	"	£30	0 0

By which plan he will be enabled to *live* on his pay clear from debt, and follow the good advice which the Honourable Chairman of the Honourable East India Company (R. D. Mangles, Esq.) tendered to the Haileybury students on the 29th June, 1857, on their leaving that college for the several Presidencies, when he "earnestly advised them, when in India, to keep themselves clear of all pecuniary embarrassments, and to avoid habits of extravagance which inevitably led to ruin. There might be some rare instances of men of strong minds, finally overcoming the results of the besetting vice of contracting debts, but the general rule was, that debt rendered the young man the *slave* of his creditors, and utterly unfitted him for the discharge of *any duty* that devolved upon him." The Secretary of State for India, in Council, has signified his intention, with a view of meeting the expenses to be incurred by selected Civil Service Candidates during the interval which must elapse before they can proceed to India, to allow the sum of £100 to each candidate who shall pass the *further* examination, and have complied with the rules laid down for the guidance of selected candidates.

### HINTS ON THE OUTFITS.

The lists of outfits have been compiled with a view to meet the exigencies of all cases; and if due precaution be taken to order every article to be marked with name in full, and packed in the manner explained, the European will find on his arrival at any of the Presidencies that during the *whole* period of his residence in India, he may move from station to station, up rivers, or into the interior of the country, and there will not exist the slightest occasion for him to dispose of any portion, as every article (even the very cases in which the furniture, &c., has been packed) will be found of essential service to him, and so portable, that the whole can be

carried about either by coolies or in bullock hackeries. The inside of every package should contain (affixed to the lid) a small sliding panel, with an inventory of its contents in detail, and ought to be so constructed that it can be removed at pleasure, and another affixed, whenever any alteration is required to be made. The entire outfit, with the exception of that portion absolutely necessary for the Overland Route, should be shipped on board the Peninsular and Oriental Company's steamer three days prior to the date of departure from Southampton. Each package should not weigh more than 80 lbs., nor measure more than 3 feet in length, 1½ foot in breadth, and 1½ in depth—insurance should be effected upon them, and an agreement made with the Peninsular and Oriental Company for the freight, which is payable in advance.

Great care and judgment is necessary in selecting such articles as may prove really useful and serviceable to Europeans during the whole term of their abode in India. It only remains to add that every article should be washed, marked, and numbered, so as to prevent the seizure of anything taking place, or duty being levied thereon, when travelling through France, Germany, Austria, or Italy; as all the Foreign custom-house officers are extremely *searching* in their examination of an Indian traveller's baggage, either outward or homeward-bound, especially when an individual carries with him such an extensive wardrobe as Civilians generally do on their first departure for India. It will also be prudent, when purchasing or ordering the outfit, to specify distinctly that the fronts, shirts, collars, trousers, vests, coats (except those made of cloth), should be made without any buttons, holes merely being affixed to them for studs, in lieu thereof.

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	£	s.	d.
Certificate of due landing of goods exported from the United Kingdom .....	0	9	0
Signature of ship's manifest .....	0	5	0
Bill of health .....	0	10	0
Signature of muster roll .....	0	5	0
Attestation of a signature .....	0	2	0
Administering an oath .....	0	2	0
Seal of office and signature to any other document, not specified herein, when required .....	0	2	0
Attesting bottomry or arbitration bond, not prepared by the consul .....	0	5	0
Noting a protest .....	0	5	0
Order of survey .....	0	5	0
Extending a protest or survey, with certified copy, if required.....	1	0	0
Registrations.....	0	2	6
Visé of Passport .....	0	2	6
Attending valuation of goods, if under £200 .....	0	10	0
Attending sales, where the purchase money is under £200.....	1	1	0
Do. for every day the sale continues .....	2	2	0
Attendance out of consular office at a shipwreck, for his personal expenses, over and above his travelling expenses, per day .....	1	1	0
Opening will of a British subject (not being a seaman).....	1	1	0
Management of property of British subjects (not being a seaman) dying intestate, 2½ per cent.			

The above fees, if not paid in English money, are to be calculated at the current rate of exchange.

# TARIFF OF THE PENINSULAR AND ORIENTAL COMPANY'S FARES TO INDIA, &c.

FROM SOUTHAMPTON TO	Aden.			Alexandria.			Amoy.	Adelaide.	Bombay.	† Batavia.	Calcutta.	Ceylon.	Gibraltar.	Hong Kong.	King George's Sound, Shark Bay, and Swan River.	Marselles.	Mata.	To or from Mata.	Madras.	Manilla.	Penang.	Singapore.	Suez.	Sydney and Port Philip.	Shanghai.	Mauritius.	Reunion.
	£	s	d	To or from Southampton.	From	To or from Marselles.																					
Gentlemen or Ladies travelling singly, occupying a berth in a cabin with two or three others, on the Lower Deck.....	70	10	30	20	175	160	100	140	110	100	13	130	160	20	10	105	150	115	52	180	150	100	100	5	5	5	5
Ladies if booked sufficiently early, a berth in a cabin with two or three others on the Upper Deck	200	20	60	40	415	315	250	330	280	250	26	330	270	40	20	260	370	280	300	99	375	370	250	250	55	55	55
Married Couples occupying a reserved cabin on the Main Deck	40	5	15	9	105	65	53	90	58	53	64	60	75	10	5	55	80	58	60	33	65	80	55	55	5	5	5
Children with the Parent, 3 years and under 10 .....	5	..	..	..	5	5	5	5	5	5	5	5	5	5	..	5	5	5	5	5	5	5	5	5	5	5	5
Child under 3 years (no berth provided) .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Passage prepaid Out and Home within four months .....	Non	5	19	10	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non	Non
Single Passage .....	..	..	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Passage, prepaid, Out and Home, within four months .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SERVANTS.																											
European, Single Passage .....	35	4	15	9	95	65	53	80	58	53	9	70	65	12	5	55	80	58	60	45	65	80	55	55	..	..	..
Ditto, prepaid, Out and Home, within four months .....	..	..	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Native, Single Passage .....	20	4	20	9	65	..	25	55	30	25	9	45	..	10	5	30	50	30	40	28	..	50	30	30	..	..	..

N.B.—No accurate information can be given relative to the intermediate passages, as they are being constantly altered.

+ Suspended.

Semi-monthly Packets will ply between Bombay, the Straits, Hong Kong, Shanghai, until further notice, and leave that Port so as to reach Ceylon in time for the Packets which leave Southampton on the 4th and 20th, with the China mails. During the S.W. Monsoon an allowance is made in the dates of the Steamers leaving Hong Kong, Shanghai, and Manilla.

The Rate of Passage Money from Marselles is £5 less than that from England, in the case of each adult 1st Class Passenger. HINT.—The above Rates are *exclusive* of the amount payable to the Egyptian Transit Administration, for conveyance of Passengers through Egypt, viz.:—1st Class Passenger, £7; 2nd Class ditto, £3 10s.; Children from 3 to 10 years, £3 10s., and travellers should by no means pay their own Transits (effected at the saving of 7s.), which is attended with much delay, vexation, and annoyance.



THE PENINSULAR AND ORIENTAL COMPANY'S TARIFF OF FREIGHT OF MERCHANDISE, RATES OF PARCEL TRANSIT, &c., TO MALTA, ALEXANDRIA, INDIA, THE STRAITS, CHINA, AND AUSTRALIA.

BRADSHAW'S RAILWAY, ETC., THROUGH ROUTE

Description.	Weight.	Cubic measure.	Batavia and Australia.	Malta.	Alexandria.	Aden, Bombay, Ceylon, Madras, Calcutta, Hong Kong.	Canton.	Shanghai.	Extra Charges.	Regulations to be observed in the size of the Packages.
Measurement goods of ton of 40	...	Feet In. 40	...	s. d. 90 0	s. d. 90 0	s. d. ...	s. d. ...	s. d. ...		{ Each package must not exceed 80lbs. in weight, nor measure in length more than 3ft., 1 1/2 ft. in breadth, 1 1/2 ft. in depth, and must have the owner's name and place of destination distinctly painted thereon. A departure from this regulation will cause a detention in Egypt, to such packages, of a fortnight.
Heavy goods	...	...	...	...	...	...	...	...		
Baggage (excess of passenger's)	112 lbs.	...	...	20 0	20 0	74 0	74 0	74		{ The usual allowance, viz.: 3 cwt., and 1 1/2 cwt. for servants and children, is here alluded to. Luggage sent this way must be shipped at Southampton, to ensure its arrival at Alexandria a fortnight before the arrival of the passenger to whom it belongs; and all luggage intended for transit through Egypt must be packed in strong and well secured cases.
Baggage, passenger's not embarking at Southampton but proceeding ton, but proceeding via Marseilles	836 "	...	...	Free	Free	Free	Free	Free		
Ditto, proceeding via Trieste	336 "	...	...	...	...	...	...	...	{ 2 1/2s. per cwt for the usual allowance; 3 1/4s. per cwt. for any excess. For every additional inch measurement the following charges will be made, viz., to— Bombay, 1s 6d. Ceylon, 1s 6d. Madras, 1s 6d. Calcutta, 1s 6d. Strats, 1s 6d. Hong Kong, 1s 6d. Canton, 1s 6d. Shanghai, 1s 6d.	
Parcels under 20 "	...	0 2 1/2	{ The same rates as to Bombay.	2 6	2 6	2 6	2 6	2 6		{ These parcels or packages must be in wooden cases, strongly iron hooped at each end, or they will not be received, and must not exceed 100lbs. The port of delivery to be plainly marked on every package.
	...	0 3		9 0	9 0	9 0	9 0	9 0		
	...	0 4		10 0	10 0	10 0	10 0	10 0		{ in boxes strongly made of elm, ends lined with tin, and securely sealed.
	...	0 5		11 0	11 0	11 0	11 0	11 0		
	...	0 6		12 0	12 0	12 0	12 0	12 0		
	...	0 7		13 0	13 0	13 0	13 0	13 0		
	...	0 8		14 0	14 0	14 0	14 0	14 0		
	...	0 9		15 0	15 0	15 0	15 0	15 0		
	...	0 10		16 0	16 0	16 0	16 0	16 0		
	...	0 11		17 0	17 0	17 0	17 0	17 0		
	...	1 0		18 0	18 0	18 0	18 0	18 0		
Do., exceeding 20 "	...	...	...	...	...	...	...	...		
Periodicals	...	...	...	1 0	1 0	1 0	1 0	1 0		
Specie	...	...	...	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2		
Jewellery, Watches, Silver Plate	...	...	...	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2		
Insurance	...	...	...	2 to 2 1/2	2 to 2 1/2	2 to 2 1/2	2 to 2 1/2	2 to 2 1/2		

**DATE OF DELIVERY AT THE COMPANY'S OFFICE.—**

All parcels must be delivered at the London office before 12 a.m., on the 1st and 17th of every month, but upon the payment of 2s. 6d. each they will be received up to 12 a.m. on the 2nd and 18th (Sunday excepted) of every month.

The contents and value of every package must be declared at the time of booking, or the packages will not be received.

Those for China are only conveyed by the packet of the 4th, and therefore must be sent to the Company's office on the 1st of every month.

**EGYPTIAN TRANSIT DUTY.**—Watches, jewellery, silver plate,  $1\frac{1}{2}$  per cent. on the value of goods.

**PAYMENT OF CHARGES AND FREIGHT.**—All charges and freight must be paid in England.

Insurance is extra, and should be effected—the

Company will do so, but the premium must be paid in England.

**REMARKS.**—Passengers, *via* Marseilles, for India and China, can send their baggage per steamer from Southampton free.

Passengers, *via* Trieste, for India and China, can send their baggage per steamer from Southampton, but it must be forwarded to the Company's office there, in time for the preceding steamer, so as to arrive at Alexandria a fortnight in advance of the passenger going that route.

The luggage forwarded from Alexandria, by the homeward-bound passenger, will be sent to Southampton free.

**NAMES OF THE COMPANY'S AGENTS AT HOME:—**Southampton, J. R. Engledue, Esq, Supt.; Manchester, W. Lodington, Esq., 55, Cross Street; Liverpool, Laird, Fletcher & Co., 23, Castle Street.

## THE CARGO, PARCEL, AND SPECIE TARIFF OF THE PENINSULAR AND ORIENTAL STEAM PACKET COMPANY.

Measurement.	Malta and Alexandria.	Melbourne and Sydney.	Ceylon.	REMARKS.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
" 3 inches....	From	7 6	9 0	If Packages weigh more than 20 lbs. to each Cubic Foot, the additional weight will be charged 6d. per lb.
" 4 " ....	2 6	8 6	10 0	
" 5 " ....	each.	9 6	11 0	All Jewellery, Watches, &c., must be sealed over tape, in countersunk holes.
" 6 " ....		10 6	12 0	Each package must not exceed 100 lbs., packages exceeding 1 cubic foot, should be in wooden cases, iron hooped at each end, and be delivered at the offices of the company on or before the 9th of the month.
" 7 " ....	5 0	11 6	13 0	On packages going across the Isthmus of Suez shippers have to pay the transit duty of $\frac{1}{2}$ per cent. on value.
" 8 " ....		12 6	14 0	
" 9 " ....	6 0	13 6	15 0	
" 10 " ....		14 6	16 0	
" 11 " ....	7 0	15 6	17 0	
" 12 " ....		16 6	18 0	
" 1 Foot.....		16 6	18 0	
Every additional inch	....	1 0	1 6	
" " Foot	2 0	....	...	

Periodical Publications to Malta and Alexandria, 6d.; to other places 1s. each. The same rules are applicable to homeward parcels.

For Freight apply to J. R. ENGLDUE, Esq., the Company's Agent at Southampton.

Offices—122, Leadenhall Street, London, (E.C.), and Oriental Place, Southampton.

**SPECIE AND JEWELLERY.**

**THE FOLLOWING RATES INCLUDE ALL EXPENSES THROUGH EGYPT.**

	SPECIM. Per Cent.	JEWELLERY. Per Cent.
From England to Malta and Alexandria and <i>vice versa</i> .....	$\frac{1}{2}$	1
„ „ to Melbourne and Sydney .....	1 $\frac{1}{2}$	1 $\frac{1}{2}$
„ Sydney and Melbourne to Mediterranean ports and England .....	1 $\frac{1}{2}$	1 $\frac{1}{2}$
From England to Aden and Galle, and <i>vice versa</i> .....	2	2 $\frac{1}{2}$

**Silver Plate is charged by value, at 1 per cent. above the rates for Jewellery.**

Merchandise to Malta and Alexandria .....	£2	5s. per ton.
"    to Australia .....	20	0s.   "

### OVERLAND DISTANCES FROM LONDON TO CALCUTTA.

No. 1.										
London.										
882	Marseilles.									
1541	659	Malta.								
2360	1478	819	Alexandria.							
2528	1646	987	168	Cairo.						
2598	1716	1057	238	70	Suez.					
3906	3024	2365	1546	1378	1308	Aden.				
5570	4688	4029	3204	3042	2972	1664	Bombay.			
6481	5599	4940	4115	3953	3883	2575	911	Point de Galle.		
7026	6144	5485	4660	4498	4428	3120	1456	545	Madras.	
7796	6914	6255	5430	5268	5198	3890	2226	1315	770	Calcutta.

**No. 2.**

London.		
1598	Trieste.	
2798	1200	Alexandria.

No. 2.

## THE DISTANCES BETWEEN THE VARIOUS PORTS.

(Via Southampton).

London.	Southampton.	Gibraltar.	Malta.	Alexandria.	Suez.	Aden.	Point de Galle.	Madras.	Calcutta.	Penang.	Singapore.	Hong Kong (China).	Manilla.	Shanghai.
782	1151	981												
1229	2132													
2210	2951	1800	819											
3029	3189	2038	1057	218										
3287	4497	3346	2365	1546	1308									
4575	6831	5480	4499	3680	3442	2134								
6709	7176	6025	5044	4225	3987	2679	545							
7254	7946	6795	5814	4995	4757	3449	1315	770						
8024	9232	8081	7100	681	6043	4735	2601	2056	1286					
9310	9613	8442	7481	6662	6424	5116	2982	2437	1467	381				
9591	11050	9899	8918	8899	7861	6553	4419	3873	3104	1818	1437			
11128	11685	10434	9553	9534	8496	7188	6054	4508	3739	2453	2072			
11763	11965	10714	9833	9814	8776	7468	5334	4788	4019	2733	2352	2005	915	
12043	12485	11234	10353	10334	9296	7988	5854	5308	4539	3253	2872	800	1435	538
12563	...	...	...	...	...	...	...	...	...	...	...	...	...	...

No. 4.

## OVERLAND DISTANCES FROM LONDON TO REUNION AND AUSTRALIA.

London.	Marseilles.	Malta.	Alexandria.	Cairo.	Suez.	Aden.	Mauritius.	Reunion, or Isle of Bourbon.	King George's Sound.	Kangaroo Island, for Adelaide.	Melbourne.	Sydney.
882	659											
1541	1478	519										
2360	1646	987	168									
2528	1716	1057	238	70								
2598	3024	2365	1546	1378	1308							
3906	4688	4029	3204	3042	2972	1664						
5507	7002	6343	4378	5356	3672	2314						
7821	7124	6465	5000	5478	3744	2436	122					
7943	10546	9887	8922	810	7166	6858	3300	3422				
11365	11466	10807	9842	9830	8086	6778	4220	4342	920			
12285	11686	11227	10262	10250	8506	7195	4640	4762	1340	420		
12703	12476	11817	10452	10840	9096	778	5230	5352	1930	1010	570	
13245												

## THE LENGTH OF SEA VOYAGE TO ALEXANDRIA.

2,951 Miles, via Southampton, performed in 14 days.

1,478 " " Marseilles " 6 "

1,200 " " Trieste " 5 "

## THE LENGTH OF SEA VOYAGE FROM SUEZ.

TO	MILES.	DAYS.	TO	MILES.	DAYS.
Aden .....	1,308,	performed in 5 to 6	Madras .....	4,428,	performed in 17
Adelaide .....	7,842,	" 35	Manilla .....	8,496,	" 33
Amoy .....	8,704,	" 31	Mauritius .....	3,622,	" 15
Bombay .....	2,972,	10 to 14	Melbourne .....	8,262,	" 37
Calcutta .....	5,198,	" 20	Penang .....	6,043,	" 18
Ceylon (Point de Galle) .....	3,883,	" 12	Reunion .....	3,744,	" 15
Hong Kong .....	6,424,	" 29	Singapore .....	6,424,	" 29
King George's Sound .....	8,922,	" 30	Sydney .....	8,832,	" 42
Kangaroo Islands .....	7,812,	" 35	Shanghai .....	9,286,	" 34

# **POST-OFFICE REGULATIONS BETWEEN ENGLAND, INDIA, EGYPT & MALTA,** AS REGARDS THE TRANSMISSION OF LETTERS AND NEWSPAPERS.

Destination.	Dates and Days when Mails are made up in London.	By what Routes Letters can be sent.	Postage, optional or otherwise.	Weights allowed to pass by each country, if prepaid, for the single rate.	Newspapers
*Marseilles and France.	Daily.	Via Dover .....	Optional	Under 4 oz.	Prepaid 1d.
Alexandria and Egypt	3rd, 10th, 18th, 26th, even.	" Marseilles ...	†	0 9	" 4d.
Aden.....	4th, 12th, 20th, 27th, morn.	" Southampton	§	0 6	" 1d.
4th, 12th, 20th, 27th, morn.	" Southampton	"	"	0 6	" 1d.
3rd, 10th, 18th, 26th, even.	" Marseilles ...	"	"	0 9	" 4d.
Batavia, via Singapore	4th, 20th, morn.	" Southampton	Prepaid.	0 6	" 1d.
10th, 26th, even.	" Marseilles ...	Prepaid.	"	0 9	" 4d.
‡ Bombay & the North-west Provinces of Bengal .....	12th, 27th, morn.	" Southampton	Optional	0 6	" 1d.
3rd, 18th, even.	" Marseilles ...	"	†	0 9	" 4d.
4th, 20th, morn.	" Southampton	"	"	0 6	" 1d.
3rd, 10th, 18th, 26th, even.	" Marseilles ...	"	"	0 9	" 4d.
4th, 20th, 27th, morn.	" Southampton	"	"	0 6	" 1d.
3rd, 10th, 18th, 26th, even.	" Marseilles ...	"	"	0 9	" 4d.
10th, 26th, even.	" Marseilles ...	"	†	0 9	" 4d.
China — Hong Kong and Shanghai; Penang and Singapore	4th, 20th, morn.	" Southampton	"	0 6	" 1d.
3rd, 10th, 18th, 26th, even.	" Marseilles ...	"	"	0 9	" 4d.
4th, 20th, 27th, morn.	" Southampton	"	"	0 6	" 1d.
3rd, 10th, 26 h, even.	" Marseilles ...	"	"	0 9	" 4d.
4th, 20th, morn.	" Southampton	"	"	0 6	" 1d.
3rd, 10th, 18th, 26th, even.	" Marseilles ...	"	"	0 9	" 4d.
4th, 12th, 20th, 27th, morn.	" Southampton	"	"	0 6	" 1d.

If the date should be on a Sunday, the Mail is made up on the day before via Southampton, and the following evening via Marseilles. All letters should be wafered, *not sealed*, written on the thinnest paper possible. If those letters which require to be prepaid are *not stamped*, they will be charged double at their destination, according to the last official notices from the General Post Office.

\* Double postage if unpaid. † Must be prepaid for all other parts of Egypt. ‡ No Mails are forwarded for this Presidency, or the North Western Provinces, on the evenings of the 10th, and 26th; on the mornings of the 4th, and 20th of the month. § If unpaid or insufficiently paid, 6d. each extra for each Letter is charged.

## **POST-OFFICE REGULATIONS.**

Day Mails to France leave General Post-office, London, at 7 a.m. and 5½ p.m.

## **POST OFFICE REGULATIONS BETWEEN ENGLAND, MALTA, AND INDIA, AND VICE VERSA,**

AS REGARDS THE TRANSMISSION OF BOOKS, ETC., VIA SOUTHAMPTON.

Description of Books allowed to be Transmitted.					Regulations to be observed in the transmission.
Printed Books, Magazines, Reviews, Pamphlets, whether British, Foreign, or Colonial.	Weight.	Postage Prepaid.			
	Not exceeding	For Malta.		For India.	
		s.	d.	s.	d.
	4 oz.	0	3	0	4
	8 "	0	6	0	8
	1 lb.	1	0	1	4
	1½ "	1	6	2	0
		r.	s.		
	½ lb.	0	4		
	1 lb.	0	8		
	2 lbs.	1	0		
	3 lbs.	1	8		

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.

2. It must not exceed 2 feet in length, breadth, width, or depth.

3. Any packet which shall not bear postage stamps equal to a single book rate will be detained and charged with deficient letter postage.

4. It must not exceed three pounds in weight for India.

# LONDON POST OFFICE REGULATIONS

AS REGARDS THE RATES OF POSTAGE CHARGEABLE UPON LETTERS, NEWSPAPERS, DATES OF THE DEPARTURE AND ARRIVALS OF MAILS  
TO ALL THE COUNTRIES INCLUDED IN THE ROUTES.

POSTAGE OF LETTERS TO		BY WHAT ROUTE.																	
Alexandria		Aden		Australia		Austria		Batavia		Belgium		Bombay		Cairo		Cape of Good Hope		Ceylon	
M.	S.	M.	S.	P.	M.	B.	F.	P.	M.	B.	F.	M.	S.	P.	M.	S.	P.	M.	S.
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
See Cairo.		0 90	6	See Aden.	0 80	9		See Aden.	0 40	6		See Aden.	0 6	0 6	0 6	0 6	0 6	See Aden.	
		1 00	6		0 81	6			0 40	6			0 6	0 6	0 6	0 6			
		1 91	0		1 42	3			0 81	0			1 0	1 0	1 0	1 0			
		2 01	0		1 42	0			0 81	0			1 0	1 0	1 0	1 0			
		3 32	0		2 83	9			1 42	0			2 0	2 0	2 0	2 0			
		3 62	0		2 84	6			1 42	0			2 0	2 0	2 0	2 0			
		3 92	0		2 85	3			1 42	0			2 0	2 0	2 0	2 0			
		4 02	0		2 86	0			1 42	0			2 0	2 0	2 0	2 0			
		...	...		4 0	...			...	...			...	...	...	...			
		...	...		4 0	...			...	...			...	...	...	...			
		...	...		4 0	...			...	...			...	...	...	...			
		2 01	02	01	01	43	4		0 81	0			2 01	02	0	1	0	1	0
		0 1	0 40	10 40	10 10	10 10	40	10 10	10 10	10 10	10 10	10 10	40 10	40 10	1 0	40 10	1 0	40 10	1 0
		Letter Rate.	Lettr 4 oz. rate 0 4	Ltr 4 oz. rate 0 4	Ltr 4 oz. rate 0 3			Letter Rate.	4 oz. 0 3	Lettr 4 oz. rate 0 4			Lettr 4 oz. rate 0 4		4 oz. 0 3		4 oz. 0 4		4 oz. 0 4
		Do. Do.	Do. Do.	Do. Do.	Do. Do.			Do. Do.	Do. Do.	Do. Do.			Do. Do.		Do. Do.		Do. Do.		Do. Do.
		Do. 0 3	4 oz. Do. 0 4	Ltr 4 oz. rate 0 4	Do. Do.			Do. Do.	Do. Do.	Do. Do.			Do. Do.		Do. Do.		4 oz. 0 3		4 oz. 0 3
		E. M.	E. M.	E. M.	E. M.			E. M.	E. M.	E. M.			E. M.		E. M.		E. M.		E. M.
		2, 9 16	2, 9 16	4 16	4 16			2, 9 16	2, 9 16	4 16			2, 9 16		4 16		2, 9 16		4 16
		12 16	12 16	...	...			12 16	12 16	...			12 16		...		12 16		...
		17, 25 20	17, 25 20	M. Sat.	M. Sat.			17, 25 20	17, 25 20	M. Sat.			17, 25 20		M. Sat.		17, 25 20		M. Sat.
		4, 14 14	4, 14 14	un cer- taln.	un cer- taln.			4, 14 14	4, 14 14	un cer- taln.			4, 14 14		un cer- taln.		4, 14 14		un cer- taln.
		18 18	18 18	18 18	18 18			18 18	18 18	18 18			18 18		18 18		18 18		18 18
		29 29	29 29	29 29	29 29			29 29	29 29	29 29			29 29		29 29		29 29		29 29
Mails when made up in London (date of the month) .....		Mails, when due in England (dates of month)																	
Except when falling on Sunday, then on.....																			
Mails, when due in London (date of the month) .....		Mails, when due in England (dates of month)																	





**POST OFFICE REGULATIONS—CONTINUED.**[illegible]

\* All bound books, autograph and revised manuscripts, are charged letter postage through France.

**French Mediterranean Mails to Smyrna, Dardanelles, Constantinople, Trebizonde, and are now made up in London on *Thursday* evenings only.**



BY WHAT ROUTE.

### EXPLANATION.

**M** and **S** in Routes signifies Marseilles and Southampton. **M** signifies Monday following. **Sat.** Saturday previous to the departure of Mails. **E** signifies made up in the Evening. **M** signifies made up in the Morning. **P** All letters, &c., *via* Marseilles and Southampton must be prepaid in England, and can also be prepaid in India or China. **B** *Via* Belgium. **F** *Via* France. **T** *Via* Trieste. No Foreign Mails are made up or delivered on Sundays. Letters not prepaid to France (all bound books, autograph and revised manuscripts, charged letter postage), and Belgium, are charged double postage.

# NEW RATES OF POSTAGE OF NEWSPAPERS FROM ENGLAND TO FOREIGN PLACES.

Place.	Packet Ship. Via France or Belgium.	Southampton.	Place.	Packet Ship. Via France or Belgium.	Southampton.
Africa, W. C. ....	1	...	Mecklenburgh Schwerin ...	1	...
Algeria .....	1	...	Mediterranean .....	3	1
Australia, South .....	3	1	Mexico .....	...	1
Australia, West .....	3	1	Minorca .....	...	1
Austrian, D. ....	1	...	Modena .....	1	...
Azores .....	...	1	Moldavia .....	2 3	...
Baden .....	1	...	Monte Video.....	...	1
Bavaria .....	1	...	Naples .....	1	...
Belgium .....	1	...	Nassau .....	1	...
Belgrade .....	2 4	...	New Brunswick .....	1	1
Belize, Honduras .....	...	1	Newfoundland .....	1	...
Bermuda .....	1	...	New Granada .....	...	1
British Guiana .....	...	1	New South Wales .....	3	1
Bolivia .....	...	1	Nova Scotia .....	1	...
Brazil .....	...	1	Oldenburgh .....	1	...
Bremen .....	1	...	Oregon, via Chagres .....	...	4
Brunswick .....	1	...	Papal States .....	1	...
Buenos Ayres .....	...	1	Parma .....	1	...
California, via Chagres .....	...	4	Peru .....	...	3
California, via United States .....	2	2	Poland .....	1	...
Canada .....	1	...	Placentia .....	1	...
Canada, Halifax.....	1	...	Portugal .....	1	1
Canary Islands .....	...	1	Prince Edward Island .....	1	...
Cape de Verde .....	...	1	Prussia .....	1	1
Ceylon .....	3	1	Reuss .....	1	...
Chili .....	...	3	Russia .....	1	...
China .....	3	1	St. Thomas .....	...	1
Cuba .....	...	1	Sandwich Islands .....	2	...
Cuba, via United States .....	2	2	Sardinia .....	1	...
Curacao .....	...	1	Saxe Altenburgh .....	...	...
East Indies, all parts .....	3	1	Saxe Coburg Gotha .....	1	...
Ecuador .....	...	3	Saxe Meiningen .....	1	...
Egypt .....	3	1	Saxe Weimar .....	1	...
Egypt, French Med. Packet .....	1	...	Saxony .....	1	...
Falkland Islands .....	...	1	Schaumburg Lippe .....	1	...
France .....	1	...	Schwartzburg Rudolstadt .....	1	...
Frankfort .....	1	...	Schwartzburg Sonderhausen .....	1	...
Gibraltar .....	1	1	Scutari .....	1	...
Greece .....	1	...	Sicily .....	1	...
Greytown .....	...	1	Sierra Leone.....	1	...
Hamburg .....	1	...	Spain .....	1	1
Hanover .....	1	...	Switzerland .....	1	...
Hesse .....	1	...	Syria .....	1	...
Holland .....	1	...	Tunis .....	1	...
Hong Kong.....	3	1	Turkey .....	2	...
Ionian Islands .....	1	...	Tuscany .....	1	...
Java .....	3	1	United States .....	1	1
Lippe Detwold .....	1	...	Van Diemen's Land .....	3	1
Lubeck .....	1	...	Venezuela .....	...	1
Madeira .....	...	1	Victoria .....	3	1
Majorca .....	...	1	Wallachia .....	2 3	...
Malta .....	3	1	West Indies .....	1	1
Mauritius.....	3	1	W. Coast of South America .....	...	1
Mecklenburgh Strelitz .....	1	...	Wurtemberg.....	1	...

N.B.—Care must be taken that the Newspapers are folded in such a manner as to show the Stamp outside, or they will be charged letter rate postage, or a Postage Stamp placed on them will enable them to pass free, without being stamped on the outside of the Newspaper, except *The Times*, which must be so stamped on account of its extra size, if to, viz.—

Byront—Botschary—Bucharest  
Princes—Constantinople—Gallipoli—Jaffa  
Dardanelles—Greece—Mytilene—Mortara  
Jassy—Larnaca—Mytilene—Mortara  
Rhodes—Ruschnuk—Salonica—Samoussa  
Serres—Smyrna—Tenedos—Thessalonica  
Trebizonde—Tulch—Varna.

via Belgium and Prussia a foreign rate postage of 14d. per half ounce must be paid, instead of a rate of 1d. per paper.

REGULATIONS FOR THE TRANSMISSION OF BOOKS, MAGAZINES, REVIEWS, AND PAMPHLETS, TO INDIA, CHINA, &c.

**PACKAGES.**—For every package not exceeding 4 oz., 4d.; 8 oz., 8d.; 1 lb., 1s. 4d.; 1½ lb., 2s.; and so on.

All books, &c., for Batavia can be sent to the Agent of the Dutch Government Mail Packets at Singapore, and thence forwarded by him per Dutch Government Packet to their destination. Parcels, &c., are conveyed by the Peninsular and Oriental Company, to Manilla, on the 4th of every month. Those to Mauritius are sent *via* Ceylon.

### THE REGULATIONS TO BE OBSERVED IN THE TRANSMISSION.

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.
2. Each packet must not exceed 2 feet in length, breadth, width, or depth.
3. Each packet must not exceed 3 lbs. in weight when addressed to the East Indies, or New South Wales.
4. Any packet which shall not bear postage stamps equal to a single book rate, will be detained, and charged with the deficient letter postage.

HOW THE ROUTE TO INDIA CAN BE SO ARRANGED AS TO COMPRISE

### A TOUR OF EUROPE.

From London to Ostend.  
Ostend to Brussels, or to Antwerp, Liege, Aix-la-Chapelle.  
Thence to Cologne.

Cologne, up the Rhine, to Strasbourg.  
See Bradshaw's Hand-book of Belgium.

Thence by the French or German-Swiss Railway, or to Basle.

Thence by Rhine steamer to Kiel, and Thence to Basle. See Bradshaw's Hand-book of Switzerland.

Basle to Lucerne; over St. Gothard; visit the Righi; take steamer on the Lake to Fluelen; by omnibus to Altorf.

Altorf to Bellinzona; by diligence, or carriage to Azella Inatt; visit the Devil's Bridge.

Bellinzona to Lago Maggiore (Lucarno). Lucarno, per steamer to Lake Sesto Calende. Sesto Calende, by diligence to Milan, or Bellinzona to Luvino by carriage.

Luvino to Lugano.

Lugano, by boat to Porterra.

Porterra, by carriage to Menaggio (on Lake Como).

Menaggio, in boat to Caden Abbia.

Caden Abbia, by steamer to Como.

Como, by rail to Milan, or

Como, by rail to Monza, Lombard, King's Inn (the Iron Crown in the Church).

Monza, rail to Milan.

Milan, rail to Verona.

Verona, rail to Venice.

Venice, steamer to Trieste, or

Milan, by diligence to Novi.

Novi, rail to Genoa.

Genoa, steamer to Malta, or

Basle, diligence to Zurich.

Zurich, steamer to Wallenstadt.

Wallenstadt, omnibus to Wallensee.

Wallensee, boat to Zurich.

Zurich, diligence by pass of Splugen to Chiavenna, on Lake Como.

Coire to Baths of Pfeffers.

Chiavenna, steamer to Como.

Como, rail to Milan, or

London to Ostend.

Ostend to Brussels.

Brussels to Cologne.  
 Cologne to Magdeburg.  
 Magdeburg to Leipsic.  
 Leipsic to Dresden.  
 Dresden to Prague.  
 Prague to Vienna.  
 Vienna to Gloggnitz.  
 Gloggnitz to Gratz.  
 Gratz to Laibach.

Laibach to Adelsburg.

Adelsburg to Trieste, or any of the routes, as laid down in pages 69 to 262, or Trieste, steamer to Ancona.

Ancona to Corfu.

Corfu to Patras.

Lepanto to Corinth.

Corinth to Athens.

Athens to Syra.

Syra to Constantinople.

Thence to Malta or Alexandria, or

Vienna to Constantinople, *via* the Danube and Black Sea.

#### HINTS ON THE SELECTION OF

### A ROUTE TO INDIA.

The traveller who is destined either for the Cape, Ceylon, Mauritius, Madras, or Calcutta, may avail himself of steamers, which leave London and Dartmouth about twice each month, and generally perform the passage in 70 days.

He can also avail himself of some of the fine and fast-sailing ships of Messrs. Green and Wigram, which generally perform the voyage in 3 to 4 months, the cost of which averages from £70 to £100, according to the accommodation afforded, by both of which routes his entire baggage can be taken with him. Should his destination be either the Mauritius or Batavia, he can also proceed direct from London, per sailing

vessels, to both those places, accompanied by his baggage, as fine clipper-built vessels leave the East India, St. Catherine, and London Docks, monthly, and arrive at the former port in 70 to 75 days: Fares, 1st class, £51 10s.; 2nd, £26 10s.; and reach Batavia in 90 to 95 days. Fares, first class, £51.; no second class taken.

The pay of the Civilian does not commence until the date of his arrival in India, neither does he enjoy any privileges of the Civil Service until he has actually entered on the duties of his office, nor does his period of service commence until he reports himself to the Local Government; consequently, if he travel round by a sailing vessel he loses every chance of promotion that may have arisen during a period of four or five months, and as deaths are frequent in India, it is but fair to presume that many vacancies would take place during so long a period. As regards his choice of the Sixteen Overland routes, the writer cannot offer an opinion, because that depends upon what part of the Continent the Civilian wishes to visit, although it is obvious that the most inconvenient and longest is that *via* Southampton, and any person unaccustomed to sea voyages, or in the slightest degree liable to sea-sickness had better avoid that route, and proceed *via* Trieste, that being the shortest sea journey, to Alexandria.

#### HINTS ON THE PERIODS OF

### DEPARTURE FOR, AND RETURN FROM, INDIA.

The best time of the year to leave England for the Land of Veda (India) is the latter end of November or the beginning of December, which will enable the unacclimatised to

arrive out at any of the Presidencies in the cool season; but under no consideration, except in cases of emergencies, should Europeans (proceeding Overland) leave England later than February, for it is exceedingly trying for them to make their first visit to India either in the hot (May) or rainy (June) season, as then they are almost certain to have successive attacks of all those

diseases which are most peculiar to the climate. If the old Indian should be homeward-bound he ought to leave India in April, at the very latest, and sojourn some time in Italy and France [Bradshaw's Hand-Books of these countries will afford him valuable information] before returning to England, or he will find the change of climate too severe for his shattered constitution.

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# SKELETON OF ROUTE No. 1. FROM LONDON TO ALEXANDRIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Length of Journey from Station to Station		Total Time of Journey		Luggage Allowed.	Overweight Charge for	Fares.		Extra Expenses.		Total Expenditure.	
			D.	H.	D.	H.	1st class.	Rate.	1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.
— 88	London	Rail	6th, 14th, 22nd, 30th	..	..	..	..	pr lb.	2 s. d.	2 s. d.	2 s. d.	2 s. d.	2 s. d.	2 s. d.
	Dover	..	6th, 14th, 22nd, 30th	0	24	..	..	..	1 2 0	0 18 4	..	..	..	..
	"	Prt	6th, 14th, 22nd, 30th	0	2	..	..	..	0 8 6	0 6 6	0 2 6	0 3 0	1 7 8	1 4 0
	25 Calais	..	7th, 15th, 23rd, 31st	..	0	0	..	..	..	..	..	..	..	..
	235 Paris	Rail	7th, 15th, 23rd, 31st	0	7	..	..	..	1 4 6	1 0 0	0 1 0	..	1 5 6	1 1 0
534	"	..	Days	0	11	0	12	..	2 15 0	2 4 10	0 6 2	0 4 0	3 5 0	2 15 0
	"	Rail	2nd, 9th, 17th, 25th	..	2	0	2	..	..	..	1 10 0	0 10 0	2 0 0	2 0 0
	"	..	3rd, 10th, 18th, 26th	0	19	1	19	..	4 0 0	3 0 0	..	0 16 0	4 15 0	3 15 0
	Marseilles	..	Days	1	6	3	4	7	..	..	0 12 0	0 8 0	1 0 0	1 0 0
	883	Prt	4th, 11th, 19th, 27th	..	..	..	..	..	6 15 0	5 4 10	2 8 2	1 17 0	11 0	2 9 10 0
459	Marseilles	..	7th, 14th, 22nd, 30th	3	0	1	4	0	..	..	..	..	..	..
	Malta	..	Days	4	6	4	8	7	..	..	..	..	..	..
	"	Prt	7th, 14th, 22nd, 30th	..	..	..	..	..	14 15 0	4 10 8	8 2 2	2 0 26	15 221	5 0
	819 Malta	..	10th, 17th, 25th, 2nd	3	0	..	3	0	..	..	..	..	..	..
	Alexandria	..	Days	7	6	4	11	7	..	..	..	..	..	..
2061	"	..	Days	7	6	4	11	7	..	..	..	..	..	..

The Homeward-Bound Traveller must reverse the Route.

Travellers proceeding direct to Bombay must leave London on the 30th and 14th; to Calcutta, Madras, Manila, and China, on the 6th and 22nd of each month.



## DESCRIPTION OF PLACES IN ROUTE NO. 1.

Leaving London by railway, we proceed to

### — † DOVER.

**HOTELS.**—Lord Warden, Ship, Albion. Tariff—Bed, 2s. 6d.; breakfast, 2s. 6d.; dinner, 3s.; tea, 1s. 6d.; attendance, 1s.; sitting room, 8s.; baths, 2s. Portage—1s. from railway to packet in harbour; if laying outside it, a boat must be hired, fare 2s. each person. Baggage must be taken to the steamer immediately on arrival; if in a fly, fare, 2s. Avoid all hotel touts, the very pest of travellers; they absolutely swarm here.

**BRITISH CONSUL.**—F. M. Faulkner, Esq., who is also the French Consul. Vice, W. Thornsett, Esq.

**PACKETS.**—Daily, to Boulogne.—See *Bradshaw's Continental Guide* for dates of sailing; mail packets to Calais at 2 p.m., and 11 15 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d.

**REMARKABLE OBJECTS.**—Castle, Heights, Cliffs, Fortifications, Gun, Views of the Channel, Harbour of Refuge, Museum, Guildhall, &c.—See *Bradshaw's Descriptive Hand-book of Great Britain and Ireland*. Population, 22,244.

Telegraph Station, 7, Clarence Place. Charge for 20 words to London, 2s.

**RAILWAY.**—For times of departure of the trains, &c., between London and Dover, see *Bradshaw's British Railway Guide*. Luggage allowed free, 1st class, 100lbs.; 2nd class, 60lbs.; 3rd class, 56lbs.; overweight charged  $\frac{1}{2}$ d. per lb.

Hire of carriage, £1; horse, 15s.; boat, 10s. per day. Cab fare, 6d. per mile. Fly fare, 1s. per mile.

**LUGGAGE** can be forwarded direct from London to Paris by its being registered at the Office, 40, Regent Circus, Piccadilly, but the owner must accompany it. Thence per packet to

### — † CALAIS.

**HOTELS.**—The Buffet, at the railway station, is most conveniently situated, and affords excellent refreshment and good accommodation at moderate charges. Tariff—Bed, 2francs; breakfast, 2½ francs; dinner, 4½ francs; attendance, ½ franc; café, 1 franc; baths, 2francs. Portage, if weighing 10lbs, 7 sous; 50lbs., 14 sous; 112lbs., 20 sous; 224lbs., 30 sous. Quillac, one of the oldest and most respectable establishments on the Continent. It is well known and

highly and deservedly recommended. Charges moderate. Dessin, first class, but more expensive. Population, 13,000.

Telegraph, 20 words to London, 3s. 6d.

**PACKETS.**—Daily, to Dover, at 3 0 p.m.; mail packets at 4 and 11 15 p.m. Fares, 1st class, 8s. 6d.; 2nd class, 6s. 6d. To London, twice weekly. Fares, 1st class, 12s.; 2nd class, 8s.

**RAILWAY.**—For trains, &c., between Calais and Paris, see *Bradshaw's Continental Guide*.

**LUGGAGE** allowed free, 60lbs. each class; it is not examined at the Custom House here, but sent direct to Paris; overweight charged 2 sous per lb.

Tickets for Paris obtained at the Railway Office at the end of the pier, and care must be taken to have a ticket for the luggage, which see placed in the van. Second class carriages extremely comfortable, well lighted, high, and cushioned. Replenish luncheon case and flask. Excellent refreshment room; charge for coffee and roll, 1 franc. Sovereigns worth 25 francs (1 franc = 9½d.) throughout all France, and should be changed at a money changer's, and not at hotels.

**MOST REMARKABLE OBJECTS.**—Pier, Gateway, Town Hall, Fortifications, Ramparts, Gardens St. Pierre, Hotel de Guerre, Lighthouse, Square, &c.

The traveller's watch should be altered here, and put a quarter of an hour in *advance*, that being the difference between London and Paris time. Thence by Railway to

### — † PARIS.

(For Hotels, &c., &c., consult *Bradshaw's Guides*.)

**HOTELS.**—Tariff—Bedroom, 2 francs; breakfast, 2½ francs; dinner, 4½ francs; attendance, ½ franc; fire, ½ franc; lights, ½ franc; café, 1 franc; bath, 2 francs; Hill's London Tavern, 52, Boulevard des Capuchins, the only good English Chop-house, strongly recommended; apartments with English comforts. Newspapers—At Galignani's Reading Rooms, 224, Rue de Rivoli (Times taken).

Thomas Pickford, Esq., Consul-General, British Ambassador, Resident.

**HACKNEY COACHES, viz.:**—With two horses, 1½ franc 1 turn; 2½ francs first hour; 1½ franc following hours. With one horse, 1½ franc 1 turn; 1½ franc first hour; 1½ franc following hours. The driver is compelled to give a ticket, with his number and fares engraved thereon.

**DILIGENCES AND MALLE POSTES** in all directions. Coupe, best place and dearest, holds three persons; Interieur, next ditto, holds six persons; Rotunde, holds six persons; Banquette (best in summer for views, and cheapest), holds three persons. Luggage allowed each person, 56lbs. Hire of carriages, 25 francs per diem; horses, 15 francs per diem; valet de place, 5 francs per diem. The traveller should always take his meals at the Table d'Hôte (the best fare), and drink the wine peculiar to the place he is staying at, as it is the best and cheapest; this applies to the whole journey.

**OMNIBUSES**—To all parts of the city and faubourgs. Fare, 6 sous (3d.) each distance; each corresponds with one that crosses their line. Persons wishing to profit by such accommodation must ask for a *Cachet de Correspondance*. From all railway stations, luggage included, at 1½ to 2 francs each person.

**RAILWAY STATIONS**.—Northern Line Terminus—24, Place Roubaix; Central Office—50, Rue Croix des Petits Champs. Strasbourg Line—Rue de Strasbourg. Lyons Line—Boulevard Mazas. Orleans Line—Boulevard de l'Hôpital. Versailles Line—Barrière du Maine. Troyes Line—Boulevard Monzas. Chartres Line—44, Boulevard Mont Parnasse. Dieppe Line—124, Rue St. Lazare, 9, Rue d'Amsterdam. St. Cloud and Sevres—Place de la Concorde. See *Bradshaw's Continental Guide*.

Population, 1,200,000.

**Telegraph**. Charge for 20 words to London 6s.

**THEATRES** (which always open earlier than in England), viz.:—François (tragedy and comedy), Italian (Italian Operas), Odéon (French comedy), Les Variétés, Palais Royal, L'Ambigu Comique, La Foie, Saint Antoine, Pantheon, Gymnase des Enfants, Saint Marcel Funambules, Seraphin (by puppets), Grand Opera (French Opera), Comique Opera (French Opera), Gymnase, Vaudevilles, Porte St. Martin, La Galeté, Dramatique, Délassemens Comiques, M. Comte, Du Luxembourg, Lazary (by children), Cirque Olympique (equestrian).

**POST OFFICE** in the Rue Jean Jacques Rousseau and Coq Heron. Letters for England posted here until 5 daily, except on Sundays, then at 3. (Travellers should post letters themselves, and never trust them to servants on the continent, as to do so is unsafe.) Letters can be directed for travellers to the Poste Restante, which is open daily from 8 to 7, but on

Sunday only from 8 to 5 p.m. Post Office orders can be had for provincial places, and stamps are also adopted as in England. Printed bound books and autograph manuscripts charged letter postage rate. Letters can be registered to any part of the world. The whole arrangements are admirable.

**MOST REMARKABLE OBJECTS**, viz.:—Palais des Tuileries, Le Louvre and its collection, Barrière de l'Etoile (Arch), La Chapelle Expiatoire, Palais de l'Industrie. Churches, viz.:—Sainte Madeleine, Notre Dame, Saint Roche, St. Eustache, Notre Dame de Lorette, St. Etienne, St. Sulpice, St. Germain des Prés, St. d'Auxerrois. Manufactures of Gobelins, Palace Luxembourg (House of Lords), Hotel des Monnaies (Mint), Palace in the Quay d'Orsay, Hotel des Invalides (Tomb of Napoleon), Entreprise General des Omnibus, Horse Establishment, the Equarriseur, Place Vendôme (Column), Palais Royal (Shops and Galleries), Obelisk of Luxor, Royal Library (Bibliothèque), Conservatoire des Arts (Museum), Hotel de Ville (Town Hall), Halle au Blé (Corn Market), Père la Chaise (Cemetery), Slaughtering Houses (Abattoir), Place de la Bastille (Column), Botanical Gardens and Museum, Jardin des Plantes, Halle aux Vins (Wine Market), Pantheon, Ecole et Palais des Beaux Arts (School and Palace of Fine Arts), Bourse (Exchange), Palace Bourbon (House of Commons), Palace of Justice, Fountain of Grenelle, Café de Paris, Messageries Generales des France, Abattoir des Cochins. Fortifications round the City, built by Louis Philippe. Theatre des Aminaux, Savages Pavillon de l'Horloge, La Madeleine, Institutions Nationale des Jeunes Aveugles, Mont de Piété, Imprimerie National, La Morgue, Dog Market, Hospice de la Vieillesse, Hospice des Enfants Trouvés, the Elysée, Marché du Vieux Linge, La Crèche, Institution Nationale des Sourds Muets, Hospices des Femmes Incurables, Artesian Well, Washing Boats on the Seine, La Place de Grève, Entreprise des Pompes Funèbres, Ecole Polytechnique, Ecole Nationale des Ponts et Chaussées, Les Casernes, Ecole de l'Etat Major, Ecole Spéciale Militaire, La Grande Chaumière Prison (Model).

**REMARKABLE PLACES IN THE VICINITY**, viz.:—Auteuil—village, with beautiful villas; Boulogne wood, principal promenade of fashionables; Choisy le Roi—fine Castle; Fontainebleau—Castle, Forest, and Emperor's Palace; Neuilly—the late Louis

Philippe's Palace; Parry—Villas; St. Cloud—Palace and grounds; St. Denis—Tombs of the old Kings, Abbey; St. Germain-en-Laye; Sèvres—Manufacture of Porcelain; Versailles—Palace, Park, Waterworks.

LUGGAGE examined at railway station; it is placed in a large room, and not given up without producing luggage ticket; arrangements admirable, as there is not any confusion, or fear of losing it. Porters take it to omnibus, which will put the traveller down at his hotel; fare,  $1\frac{1}{2}$  to 2 frs. If going to remain a few days, on arrival at hotel, select bedroom; then proceed to the bureau, and contract by paying 10 frs. per diem for bed, breakfast, and dinner, which includes every charge except attendance, ( $\frac{1}{2}$  franc extra, and café au lait in the morning, 1 franc) which should be ordered at 7 a.m., daily, as breakfast is not taken on the continent until 10 a.m., and dinner at 6 p.m. Pack all things and settle bills over night; invariably follow this rule when travelling. Place not the slightest reliance on hotel clocks, regulate your watch by that of the railway station, and, if with luggage, be at the station always half an hour before departure of the train, and let your baggage be taken with you—no dependence to be placed on domestics when travelling. Always take café au lait and roll before starting in the morning; order it over night. Take your place in diligence or railway yourself, and trust not to the hotel commissioners. Omnibus will call at hotel for passengers for the trains, if ordered, same as in London. Replenish luncheon case before starting, have passport visé and in order. The above instructions must be considered as general, and applicable to every place on the continent. Always before quitting your room at the hotel for a walk or to transact business, the key should be given to the attendant in the Bureau, who then becomes responsible for your effects.

Thence by railway direct to

### = † MARSEILLES.

Population, 185,000, (ancient Marsala).

HOTEL.—Des Colonies, the best.—See Bradshaw's Continental Guide.

TELEGRAPH, 20 words to London, 9s. 6d.

RAILWAY.—To Paris, L'Estagne, and Bordeaux.

OMNIBUSES to trains, environs, and about the city. Fares and arrangements the same as at Paris.

HACKNEY COACHES, (Fiacres) Remises, Valets de Place, Horses, &c., at the same rates as at Paris.

Porterage to Packet (chiefly by Genoese women), franc. Boat to Packet,  $1\frac{1}{2}$  to 2 francs.

STEAM PACKETS.—The Peninsular and Oriental Company's steamers sail outward-bound with the Australian, Alexandrian, Bombay, Mauritius, and Réunion Mails, on the 4th and 19th, and with those for Malta, Calcutta, China, and Manilla, on the 11th and 27th of every month, and arrive homeward on the 3rd, 12th, 17th, and 26th of every month. Packets to Beyrout and Constantinople, twice monthly; Malta and Marseilles, (French Government Mails), sail on the 5th and 19th of every month. Excellent accommodation; eight days' journey. Fares, exclusive of table money (which is, viz.:—1st class, 6 francs; 2nd class, 4 francs; 3rd class, 4 francs per day)—

	1st class. francs.	2nd class. francs.	3rd class. francs.	4th class. francs.
Malta ....	220	132	58	35
Alexandria	450	280	190	120

1st class, 180lbs.; 2nd class, 120lbs.; 3rd class 60lbs. of luggage free. Overweight charged, £1 per cwt. French steamers also sail to Alexandria, and from Suez to Shanghai.

British Consul, E. W. Mark, Esq.; Vice, T. H. Birch, Esq.

If travellers are going to the Italian Ports, inquiry should be made as to whether any quarantine exist. If it do, a detention of several days takes place on the arrival of the vessel there, whereas the journey by land, viâ Marseilles and Toulon to Nice per diligence, is then preferable to being shut up six or seven days in a vessel. This place is very hot in summer and mild in winter, except when the Mistral (dry N.W. wind) blows. The traveller to India should apply to Messrs. R. Gowers and Co. (agents to the Peninsular and Oriental Company), for passage to Malta and Alexandria, as the case may be. If, however, he proceed by the French Government Mail steamers, then he must apply at their office, Rue Mongrand, Place Royal, or previous to leaving London, if he wishes, at No. 1, or 314A, Oxford Street, for his passage. He should be on board three quarters of an hour before the stated time of departure, as the Peninsular and Oriental Packets sail immediately the British messenger reaches Marseilles with the Indian mails, which are conveyed by express through France. He will do well to go on board and select his own berth, and if likely to be troubled with sea sickness let him choose one as near midships as possible. Some aperient medi-

cine taken the day before embarkation will often prevent an attack of that malady, as the stomach requires to be cleansed previous to going to sea, but three drops of Creosote taken in a small quantity of water half an hour prior to embarkation, and the same dose on a piece of sugar, repeated every half hour, is an excellent antidote. It is advisable to purchase all kinds of perfumery, soap, thin writing paper, jewellery, fancy articles, boots, gloves, &c., at this place rather than at Paris, as they can be obtained equally as good and cheaper, and the trouble and annoyance of carrying them all through France is thus avoided. Five francs will cover all the expenses of conveying the traveller and his luggage from the Hotel to the Packet. His stock of cigars and tobacco (as French tobacco is proverbially considered not to possess the finest odour; a small quantity of powdered cascarilla bark mixed with it will render it extremely agreeable) should be purchased here for the entire journey, unless he has previously visited Brussels, in which case he will do well to obtain it there. The musquitoes are a great scourge, and a culisniere (or curtain) must be used in summer.

**MOST REMARKABLE OBJECTS, viz.:**—Place de Bonaparte, Cafes, the Markets, Town Hall, Cathedral, (paintings), Grands Caremes, Arsenal, the Theatre, Concert Hall, Rope Walk, St. Victor, Antique Tombs, Cloisters, Monastery, Column in memory of the assistance of the Pope during the Plague, 1720, Lazaretto, Chateau d'If on an Island, (Mirabeau imprisoned here, and celebrated in "Monte Christo"), Fortifications, Barracks, Square, Fountain of the Obelisk, Prado, three miles long; Rue Cannibiere; Promenades, viz., Allées du Mienhan, the Course, Garden d'Intendance, Quays of the Harbour, Gate of Rome, the views from the Bay in a boat, Botanical Gardens, Notre Dame de la Garde (magnificent panorama from the top), views from the New Town.

**MOST REMARKABLE PLACES IN THE VICINITY.**—The Mediterranean, Bastides, Bains de la Méditerranée. The drives in the vicinity are magnificent.

The journey by rail from Paris to this place, and *vice versa*, should be made by day, as the scenery is beautiful and interesting, especially as Marseilles (from whence annual pilgrimages to the Holy Land are made) is approached; the appearance of the town and harbour is strikingly unique, and the variety of costume and class of people extremely great.

All French money should be changed for sovereigns at money changers' before embarkation.

## THE ITALIAN AND SICILIAN SEA TOUR ROUTE.

(MARKED ON MAP NO. 18.)

### FROM MARSEILLES TO MALTA.

Travellers intending to pursue this route should, prior to engaging their passage, ascertain whether any quarantine exists in the Italian ports, or they will find themselves prisoners in the vessel for six days, or else shut up in a Lazaretto for that period, with a motley, and not very pleasant group of *compagnons de voyage*; if none exist, then they can proceed on their voyage, per steamer, which sails from this port every Monday, at 11 a.m. Fares, 1st class, including provisions, 76 francs; 2nd class, 58 francs; 3rd class, 37 francs. Luggage allowed:—1st class, 220 lbs.; 2nd class, 120 lbs.; 3rd class, 60 lbs.

We then proceed to the city of

### —† GENOA, (Genova La Superba).

**HOTELS.**—De France, very good, comfortable, well situated, and moderate charges. Feder, a first rate house, and highly recommended. The proprietor, Mr. Feder, keeps an hotel of the same name at Turin. Nazionale, near the railway, comfortable good house.

Population, 144,000. Tariff—the same as at Marseilles. Coin the same as in France.

British Consul, M. Y. Brown, Esq.

Railways to Busaile, Alessandria, Asti, Voltri, Turin, Geneva, Lyons, and Paris.

Electric Telegraph to Turin, Mount Cenis, Chambery, and England; 20 words, 10s. 6d.

Post Office letters arrive from England at 2 a.m. depart for England at 9 p.m.

DILIGENCES to Nice, 26½ hours; Milan, 12 hours; Pisa, 27 hours; Vetturini are plentiful and good. Tariff—1 franc per hour; 3 francs for 2 hours; 10 francs for 4 consecutive hours; 15 francs per diem.

**STREAMERS.**—To Leghorn, Civita Vecchia, Naples, Messina, Palermo, Malta, Marseilles. Fares and periods of sailing—see *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—The Jesuits College (formerly the Palazzo Doris Torral), the residence of the late Queen Dowager Adelaide, of

England, Palazzos Letra, Rossi, Spinola, and Palavacino ("Strip my neighbour"), Cathedral of St. Lorenzo, Churches of Sta. Annunziata and Sta. Maria Carignano, the view from the top of which is exceedingly picturesque and beautiful, San Ambrosia, Lighthouse, Academia Lefreatica delle Belle Arte in the Piazza Carlo Felice, Theatre, Arched Promenade along the Quay, &c. The velvet manufacturers should be visited.

REMARKABLE PLACES IN THE VICINITY.—A multitude of beautifully built and picturesquely situated villas. Thence per steamer to

### LEGHORN (Livorno).

Telegraph station to England. Tariff—20 words, 10s. 6d. Population, 20,000.

HOTELS.—St. Marco, Des Deux Princes, both good. Tariff—the same as at Marseilles, only in liras in lieu of francs.

COIN.—5 Lirade=1 Crazia=½d. English.

8 Crazias=1 Paul=6d. "

1½ Paul=1 Lira, the legal currency=8d. English.

46 Pauls=30 Lira.

30 Lira=£1 or Sovereign, British.

24 Lira=1 Napoleon.

Colonata=10 Pauls=4s. 5½d. British.

9 Pauls=5 Franc piece.

SOVEREIGNS.—The traveller should here convert his gold into the specie of the country, at least as much as he may require for his Italian tour.

RAILWAYS to "Strada Ferrati," Pisa, Pontedera, Empoli, and Florence, several times daily. For Fares, &c., see *Bradshaw's Continental Guide*.

STEAMERS to Civita Vecchia, Naples, Sicily, Genoa, Nice, and Marseilles.

MOST REMARKABLE OBJECTS. — The large squares, Marble Group of Statuary on the Quay, English Cemetery, with tombs of Smollett, Francis Horner, and others.

IN THE VICINITY.—The Legorn Hat Manufactures, and the beautiful promenades, drives, and villas.

BOATS ply for hire about the harbour. Fares, 2 Liras per hour.

Thence per rail to

### —† FLORENCE (Firenze).

Telegraph—20 words to London, 11s. 6d.

HOTELS.—Royal de la Grande Bretagne, the best. Albergo di Vittoria.—Lungo Arno, one of the best kept hotels in Italy. New York, very good and moderate. Du York, and Du Nord. Tariff as at Marseilles, only in liras in lieu of francs.

Coin the same as at Leghorn.

RESTAURANTS.—Aquila Doro, Borgo, L'Apostoli Luna (via Condotta).

POST OFFICE.—Letters to and from London in 7 days.

Population, 106,999.

RAILWAYS to Leghorn, Sienna, Pistoja, Pisa, Pontedera, and Empoli, daily.

DILIGENCES to Bologna (14 hours), Modena (21 hours), and Rome (36 hours), four times, weekly.

ARTISTS.—Costa and Confi, No. 1,318, via Dei Bardi. Their collection of ancient and modern pictures should be inspected.

MOST REMARKABLE OBJECTS.—The Boboli Gardens, Church of San Miniato and Bello Sguardo, all command most extensive and beautiful *coup d'oeil* of the city and suburbs; Cathedral of Santa Maria del Fiore, which contains a number of most superb statues, Fresco Painting by Sir John Hawkwood, Tomb of Balthasar Cossa (John 22nd, date 1419), Churches of Or San Michell (the white marble Tabernacle, and St. Michael's Statute), Santa Croce, or the "Westminster Abbey of Italy," Santa Maria Novella, San Lorenzo (the Laurentian Library, Michael Angelo's Sacristy, Tombs of the Medici, and Statue of Day and Night), San Marco, Annunciation, Santo Spirito, the Palazzos, the most splendid of which is that of Vecchio, the Mercatos Nuovo and Vecchio, Casas Buonarrotti and Michael Angelo, the Sabrias Imperiale e Real, and Palazzo Pitti, both of which contain most magnificent and valuable collections of statues. The Magliabechian (which contains 170,000 volumes of books and MSS., some of which were written by Galileo, Machiavelli, and Tasso). Laurentian (in which there are 9,000 MSS., some of which are by Dante, Boccaccio, Plutarch, Tacitus, and Virgil). Ricardi, with upwards of 23,000 volumes and 3,000 MSS. The Marmuli Library.

MOST INTERESTING PLACES IN THE VICINITY. —Porta Alla Croce, Toggia Imperiale La Certosa, in Val d'Emo, and Sanctuaries of Valambrosa, 18½ miles English distant.

Thence per rail to

### SIENNA.

Electric Telegraph to London, 20 words, 11s. 6d.

HOTELS.—Aquila Nera, Le Arme d'Inghilterra. Tariff—same as at Marseilles, only in liras in lieu of francs.

COINS.—The same as at Leghorn.

RAILWAYS to Empoli, Florence, Pisa, Pontedera, and Leghorn. See *Bradshaw's Continental Guide*.

MOST REMARKABLE OBJECTS.—The Cathedral (Duomo), Accademia delle Belle Arte, Churches of

San Agostino, La Concezzione and San Christoforo Palazzo Publico, the University, Library, Citadel, and Gates of the city.

Thence by diligence to

### = † ROME.

Telegraph Tariff to London, 20 words, 14s. Population, 180,000.

**Hotels.**—D'Allemagne, a first rate house; D'Angleterre, excellent table d'hôte; Hotel de L'Europe, very good.

Tariff—dinner, 7 to 10 paule; breakfast, 5 paule; tea, 3 paule; bedroom, 2 to 5 paule per diem; suite of rooms, 20 to 50 paule.

Railways to Frascati, Ciampino, Albano, Palo, and Civita Vecchia.

**Post Offices.**—Letters to and from London in 11 days; they should never be addressed Poste Restante, but to the care of a banker or merchant.

**Coins.**—5 Quattrini=1 Bajocchi=½d.

10 Bajocchi=1 Paul=¾d.

10 Paule=1 Scudo=4s. 3½d.

37 Paule=1 Napoleon.

45 Paule=1 Sovereign.

Government Paper taken at par, the market price.

British Consul, John Freeborn, Esq.

Private Apartments on moderate terms.

**HACKNEY COACHES** at the Piazza di Spagna, Monte Citorio, Corso, and Piazza, St. Peter's stands.

Tariff—4 paule... 1s. 9d. per hour.

" 3 " ... 1s. 4d. for the 2nd hour.

" 10 " ... 4s. 3½d. for 4 consecutive hours.

" 3 scudi... 12s. 9½d per diem.

Climate mild, but oppressive and relaxing.

**Diligence** to Naples, via Ceperano, in 28 hours, without stopping; also via the Pontine Marshes, Terracina, and the coast, in 34 hours.

**Couriers** who take passengers, leave on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays, and Saturdays, for Naples, Bologna, and Florence, in 36 hours; and Civita Vecchia, in 8 hours, on Mondays, Wednesdays, and Fridays.

**THE MOST REMARKABLE OBJECTS.**—The Porta del Popolo, Piazza del Popolo, Monte Pincio, Obelisk of Rameses I, the 364 churches, the principle of which are the Basilica, St. Peter's, St. John Lateran, Santa Maria Maggiore, Santa Croce in Gerusalemme (all in the city), St. Paulo, San Lorenzo, and San Sebastian, without the walls. St. Peter's, which covers eight English acres, cost £1,000,000, and has £6,000 expended on it annually for repairs. The chapel of Presentazione, which contains the Tomb of the Pretender's wife (Maria Clementina Sobieski), who died here in 1745, and Canova's exquisite monument of the Stuarts, which

was erected at the expense of George IV. At San Giovanni in Laterano, the Popes not only officiate but are crowned; it contains the chapel of the Corsini, which was built at a cost of £400,000. The Lateran Palace and Museum, the churches of St. Maggiore and St. Paolo, Vatican, which contains the Piccolamenteine and Chiaramonti Museums, Capella Sistina Chapel, Library, in which is the richest collection of MSS. and pictures in the universe, Quirinal, Capitol, Collegio della Sapienza, Roman and Propaganda Fide Colleges, English Burial Ground, which contains the tombs of Shelley, Keats, Wyatt, and Bell, Pyramid of Caius Cestus, &c. The Store Houses of the Roman Forum, purchased by the Pontifical State, being excavated, are now open to public view. The Temple of Cæsar forms one of its most celebrated monuments.

**IN THE VICINITY** are numerous elegantly adorned and picturesquely situated villas.

Thence by Post Diligence in 8 hours, which leaves at 4 a.m., to

### = † CIVITA VECCHIA.

POPULATION, 20,000.

TELEGRAPH, Tariff to London, 20 words, 14s.

**HOTEL.**—Orlando's, dear.

**TARIFF** and **COIN.**—See Rome.

British Consul, J. T. Lowe, Esq.

**DILIGENCES** to Rome in 8 hours, at 5 a.m. Fares, 20 paule, or 8s. 6½d.

**RAILWAY** to Rome, see *Bradshaw's Continental Guide*.

**STEAMERS** to Malta, Marseilles, Naples, and Palermo, see *Bradshaw's Continental Guide*.

**Porters** or **Touters** (Faocchini) a complete nuisance.

Passports are examined previous to landing.

**MOST REMARKABLE OBJECTS.**—The Port ("Trajani Portus") and Town Hall, which contains a beautiful gallery of exquisite Etruscan Antiquities, consisting of Sarcophagi, Female Heads, &c.

Thence by French Government Steamers, which sail every Saturday at 3 p.m. Fares, including provisions, 1st class, 48 francs; 2nd, 33 francs; 3rd, 20 francs; luggage allowed, 1st, 220; 2nd, 120; 3rd, 60 lbs.: to

### = † NAPLES (Napoli.)

**ELECTRIC TELEGRAPH** to England, 20 words, 13s.

**Hotels.**—English and American Pension, highly and deservedly recommended. Grand Bretagne, Victoria, &c.

**COIN.**—1 Grana, ½d.; 10 Grani, 1 Carlini, 4d.; 10 Carlini, 1 Ducat, 3s. 4½d.; 120 Grani=12 Carlini, 1 Scudo, or Piastra, 4s.; Piastras are the legal currency.

British Consul, E. W. Bonham, Esq., Vice, J. H. Dupins, Esq.

**PROCESSION.**—September 8th, the Nativity of the Virgin, the greatest festival of Neapolitans, and travellers should if possible witness it.

POPULATION, 360,000.

Reading Room and Library on the Chiaja, Proprietor, Mrs. Dovant.

**RAILWAYS** to Pompeii, Torre Annunziata, Nocera, Capua, Cancelli, Caserta, Castellamare, Nola, Sarno, Parma, San Clemente, Cava, and Rietri.

**STREAMERS** to Civita Vecchia, Marseilles, Leghorn, Genoa, Malta, the Levant, Egypt, Messina, and Palermo.

**MOST REMARKABLE OBJECTS.**—The five entrances to the city, Bridge de la Madeleine, Theatre of San Carlo, churches of St. Giovanni e Paolo, Santa Maria Maggiore, San Severo (most beautiful sculpture, &c.), San Francesco da Paolo, Cathedral, and San Martino, with its collections of Paintings and precious Marbles, Royal Palace, Museo Borbonico, Albergo del Poveri, Royal Library (which contains 250,000 volumes, and 1,700 papyri, which were discovered at Herculaneum) and the Brancacciana (with its 60,000 volumes), Monte de Misericordia. The most interesting places in the vicinity are Virgil's Tomb, Grotto of Pausilipo, Ruins of Possuoli and Paestum (by rail to Nocera, carriage to Salerno and Paestum, there and back in 30 hours), Lake Avernus, Baiae and Misenum. Islands of Ischia, Procida, and Capri, Castellamare (1 hour), Sorrento Orange Groves (2½ hours), Fields of Lava, Streets of Pompeii, the ascent of Mount Vesuvius (5 hours), from the Railway Station at Portici. A guide, fee 1 Piastra, should be taken, as well as refreshments.

Thence per French Government steamer, which leaves every Friday at 2 p.m. Fares, including provisions, 1st class, 55; 2nd, 38; 3rd, 27 francs; luggage allowed, 1st, 220; 2nd, 120; 3rd, 60 lbs.; to

## MESSINA.

POPULATION, 90,000.

**POSITION.**—On the Straits of Messina.

**DISTANCE** from Palermo, 130 miles east; Mount Etna, 50; and Catania, 30 miles. Telegraph, Tariff of 20 words to London, 14s.

**CONVEYANCES.**—Horses, Carriages, Mules, &c.

**HOTELS.**—Victoria and Du Nord. Tariff, 10 to 12 francs per diem.

**STREAMERS** to Catania, Athens, Malta, Marseilles, Naples, Palermo, and all parts of Italy, Constantinople, &c.

**SAILING VESSELS** to all parts of the world.

**MOST REMARKABLE OBJECTS.**—The Fortifications, Citadel, Harbour (which is one of the finest

in the Mediterranean), Quay, a mile in length, Public Garden, Monasteries, the 50 Churches, Cathedral, Public Squares, Fountains, Palaces, Capuchin Convent, on the hill, Barracks, Senate, and its staircase of White Marble, Royal Palace, Port, and Public Garden. The town, although built in a straggling oblong form, is considerable in breadth; the squares are beautiful, and ornamented with fountains. The houses, although well built, have flat roofs, but the streets are narrow, small, and filthy. The street that runs parallel with the harbour is the promenade, and is full of bustle and activity. The best view, and it is truly enchanting, of the town and its environs (which are romantic and picturesque in the extreme), is obtained from the hill on which the Capuchin Convent stands. The promontory is clothed with most luxuriant verdure, planted with pine trees, and enlivened with towns, country-houses, &c. In the back ground appear barren and wooded mountains. The oblong town is at the foot, then the harbour, and afterwards rocky masses. On the right is the beautiful ocean, flowing towards Palermo and Naples. The drive from Catania to Messina is magnificent. Mount Etna can be seen in the direction of Catania, towering in sublime majestic grandeur. It is situated about the eastern part of the island, is 10,874 feet high, and 70 miles in circumference. The summit is a league in circumference, and within formed like a large amphitheatre, from whence ashes issue. In 1809 an eruption took place in a dozen different parts of the volcano, and covered the land with lava to the depth of 35 feet. Pindar lived here in 435 B.C.

Thence per Two Sicilies Mail Steam Navigation Company's steamer, which leaves every Saturday at 3 p.m. Fares, including provisions, 1st class, 40 francs; 2nd, 28 francs; 3rd, 12 francs; luggage allowed, 1st, 220 lbs.; 2nd, 120 lbs.; 3rd, 60 lbs.

## PALERMO.

**ELECTRIC TELEGRAPH** between Cagliari, Corfu, and Malta is now open, and the British Government has only to lay down a cable from Malta to Alexandria (819 miles), as there is telegraphic communication from Alexandria to Suez, which would bring Bombay within 15 days of London; the electric telegraph, via the Red Sea route, has been opened, but has failed. The Admiral at Malta now telegraphs Indian intelligence to the British consul, who transmits it direct to London.

**HOTEL.**—The Trinacria. Tariff—the same as at Messina.

Population, 150,000. This place was captured by the heroic Garibaldi in 1860.

**STEAMERS.**—To Messina, Naples, Malta, Marseilles, and Liverpool—see *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—The splendid marine view of La Conca d'Oro (Golden Shell), squares, especially La Marina, public buildings, University, Literary Institution, Theatre, streets, &c.

He can then leave by steamer for Malta, where he must await the arrival of the Peninsular and Oriental Company's Mail Packet for India, and thus he will have accomplished a complete Italian Tour.

Should quarantine exist at the Italian ports then the traveller can make the Italian Overland Tour, and proceed from thence per railway to

LYONS. Described in Route No. 5, page 218.

From Marseilles the traveller can also avail himself of

## THE TURKISH TOUR ROUTE

(MARKED ON MAP NO. 30.)

Should the traveller prefer visiting the "Golden Horn," he must quit this port (Marseilles), by the Messageries Impériales Company's steamer, which leaves at 4 p.m. every Saturday. Fares, including provisions, first class, 472 frs.; second class, 337 frs.; third class, 218 frs. Luggage allowed, first class, 230 lbs.; second class, 120 lbs.; third class, 60 lbs.

## THE TURKISH EMPIRE.

In 658 B.C. the Milesians founded the town of Byzantium, situated on what was then termed the Thracian Bosphorus, now 20 miles long and  $1\frac{1}{2}$  broad, and which in 163 B.C. became the capital of a Roman province, comprising Thrace, Macedonia, and some other smaller states. The beauty and convenience of its position induced Constantine the Great, in 328, to make it the capital of the Eastern Roman Empire, transfer to it the seat of empire from Rome, and name it Constantinople, or the city of Constantine. It is of a triangular form, and stands between the Black and Marmora Seas, on a neck of land that stretches towards Naxos, from which it is separated by a strait a mile in breadth. Its walls on the south are washed by the Sea of Marmora, and on the north-east by a Gulf of the Strait of Constantinople. It is called Stamboul, or Istamboul by the Turks, from the phrase "ستامبول" The part of the city which was the ancient Byzantium is now covered by the Sultan's seraglio. The original country from whence the Turks ("wanderers") came, appears to have been the regions of the North of Mount Caucasus, eastward of the Cas-

pian Sea. The Magyars (Hungarians) migrated in the year 589 towards the Sea of Azov, and in 890 to Dacia, under Arpad (the founder of the sovereigns of Hungary). They ravaged and devastated Germany, Italy, and Gaul: but Otto the Great, Emperor of Germany, arrested their career, and delivered Europe from their yoke. In the eighth century, the Arabs or Saracens passed the Okus, conquered the Turks, instructed them in the doctrines of the Mahometan religion, and in 841 their Caliph formed a body guard of some of these Turks, who, in 861, put to death the Sovereign Molowaka (the Caliph's son) and placed his only child, Motassem, on the throne. After this act of treason, they disposed of the throne of the Caliphs ever afterwards. The Caliph Bazi, wishing to arrest this usurpation of the regal power, created a minister with the title of Emir-al-Omra (Commander), but that act hastened the total destruction of the Caliphate, for the Buyides, the most powerful of the Emirs, usurped the kingdom of Persia, and in 945, seized the city and sovereignty of Bagdad; and all temporal power being taken from the Caliph, he became Sovereign Pontiff of the Mussulman religion, the Buyidan Prince keeping him prisoner at Bagdad. The oppressive tyranny of the Buyides caused the Turkish descendants of the ancient Body Guard to invite a numerous tribe of their compatriots from Turkistan, and on their arrival they overthrew that dynasty, curtailed the powers of the Caliphs, and laid the foundation of the Seljukian Turkish Empire (so called from Seljuk, a Mussulman Turk, who, wandering from Transokiana, across the Ishon, to the province of Chorasan, rendered this tribe so powerful that his grandson, Togal Bey, proclaimed himself Sultan at Niesabar, the capital of Chorasan, in 1038). The Turks then conquered Persia, invaded the Greek empire, spread their armies from Tauris to Erzeroum, in 1050, and sacrificed no less than 140,000 Christians to Mahomet. In 1056 his nephew, Alp-Arsalan succeeded him, and in 1071, overcame the Emperor Romanus Diogenes, took him prisoner, and spread his conquests into Syria, Cilicia, the Issauria, &c. In 1074, this empire was at its zenith, under Malek Shah (son of Alp-Arsalan). The Caliph Kaim bestowed upon him the title of Commander of the Faithful. In 1092, owing to his death, a civil war broke out, and the empire was partitioned into three divisions, under the dynasties of Iran, Kerman, and Roum, the latter of which ascribed its origin to Solymán (great grandson of Seljuk), and which obtained the province of Asia Minor, whose descendants are known in the wars of the Crusades, by the title of the Sultans of Lyons, at which place



those princes had established themselves, after they were driven from Nice, in Bithynia. The Seljukides of Iran were the most powerful of these dynasties, and held dominion over the greatest part of Upper Asia. It soon fell from its greatness, and was divided into various sovereignties, the supreme power of which being usurped by the Emirs. This led to the Caliphs of Bagdad shaking off the yoke of the Seljukides, and recovering the sovereignty of that country in 1162. In 1187, the illustrious Saladin (nephew of the Sultan of Egypt), recovered Jerusalem from the Crusaders. He died in 1195, when, owing to the sovereignty being disputed, the Crusaders recovered Jerusalem in 1228, and took Constantinople in 1202, which was governed by the Latin Emperors for 60 years. At this period a great revolution took place in Asia. The Tartar sovereign, Gengis Khan, rushed into Persia, Syria, &c., and massacred all denominations who opposed him, but was checked by the Crusaders under Louis IX. In 1248, and Constantinople was retaken by the Greek Emperor Michael Paleologus. In 1299, Shah Solyman's grandson, Othman, forced the passage of Mount Olympus, and founded the Ottoman or Sublime Porte (so called from justice being administered at the gate of the Sultan's palace). In 1350, his son Orkham, conquered Bithynia, Nicomedia, and Gallipoli, and established the Turkish power in Europe. In 1360, his son Amurath subdued Adrianople, made it the capital of his empire, organised the Janisaries (who were European captives), subdued Thrace, Macedonia, and was killed at the battle of Cossova. His son, the renowned Bajazet the 1st, united the Turkish sovereignties in Asia, established his power from Boursa to Adrianople, from the Danube to the Euphrates, defeated the Hungarians, &c., in 1396, at the battle of Nicopolis. In 1400, he invested Constantinople by sea and land, but was obliged to desist from that enterprise, to defend himself against the victorious Tamerlane (a Prince of Usbec Tartars, descended from Gengis Khan), by whom he was taken prisoner in 1402 at the battle of Angoria (Ancyra), in Phrygia. The Turks now became tributary to Tamerlane, who fixed his capital at Samarcand. At his death, Amurath II., grandson of Bajazet, who had devoted himself to retirement, quitted his solitude, owing to the Poles having attacked his dominions, and cut the Polish army to pieces at Varna in 1444. His son, Mahomet II., succeeded him, and resumed the project for the fall of Constantinople, but was diverted from it by the successful attempt of Scanderbeg, Prince of Albania, whom Amurath II. had educated as his own child, to wrest his paternal kingdom from

him. In 1453, he turned his arms against that city, assailed it both by sea and land, battered down its walls with cannon, entered sword in hand, and massacred all who opposed him. The Emperor Constantine was slain, (Ivan Vasilovich the Great) who redeemed the Russian Empire from the Khans of Kepsack, married this Emperor's niece, Sophia; hence the claim to the Greek Empire, the adoption of the title Czar (Cæsar), and the double eagle as the Imperial arms of Russia), the city surrendered, and also the Eastern empire, the remains of which, from the building of its capital, had lasted 1123 years. He conquered Servia, Bosnia, Albania, Greece, the Morea, the Islands of the Archipelago, and the Greek empire of Trebizonde, in 1466, which firmly established the Turkish empire in Europe, and the Tartars of the Crimea at this time placed themselves under the protection of the Turks. In the 16th century, Selim I. (the ferocious), subdued Syria, Mesopotamia, and Egypt, which was then governed by the Mamelukes (a race of Circassians who had seized the country in 1250). His son and successor, Solyman the Magnificent, expelled the Knights of St. John from the Island of Rhodes, in 1522 (which has ever since continued the property of the Turks). He subdued the greatest part of Hungary, Moldavia, and Wallachia, and took possession of Georgia and Bagdad. His son, Selim II., took Cyprus in 1571. In 1571, the Turks were defeated in the Gulf of Lepanto, near Corinth, by the Spaniards. His successors, Amurath III. and Mahomet III., extended its dominions. The Turkish empire now began to decline, and the Persians, under Shah Abbas, wrested from them a large portion of their newly acquired dominions. In 1630, the Turks took Bagdad. In 1680, France and Germany united against the Turks, and in 1683, Vienna must have fallen into their hands, had not John Sobieski, the noble King of Poland, relieved it. In 1696, Peter the Great wrested from them Azov. In 1709, Charles XII. of Sweden formed a camp at Bender, and succeeded after a long negotiation in inducing the Sultan to declare war against Russia, and in 1711 the Czar's army capitulated to the Grand Vizier. In 1714, the Turks attacked Charles XII., and massacred his troops. In 1768, owing to the encroachments of Russia in the direction of Poland, Mustapha III. declared war against the Russians. This contest lasted until 1774, during which period the Turkish fleet was destroyed in the Bay of Tchesné, their army defeated on the Pruth, and the provinces of Moldavia, Wallachia, and Bessarabia, were wrested from them by the Russians. A peace was at the latter end of 1774 concluded between these two belligerent powers, through the intervention

of Prussia, and the above mentioned provinces were restored to her; but Russia reserved to herself  
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Chio, Candia, and  
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Port of Athens),

close to the tomb of Themistocles, Aden—20 words  
 to London, 20s. 6d.

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of Prussia, and the above mentioned provinces were restored to her; but Russia reserved to herself the right of taking an interest in their affairs at Constantinople, together with the privilege of navigation in the Black Sea and Turkish waters, and from this period may be dated the Russian project of rearing a Grecian empire on the ruins of the Ottoman power. During the reign of *Mutapha IV.* great anarchy prevailed in the Turkish dominions, and, in 1808, he was deposed, and succeeded by *Mahomed II.*, who made several vigorous reforms in the government. In 1798, the Porte took up arms in consequence of the invasion of Egypt (which in 1242 had been governed by *Mameluke* officers, until *Selim* defeated and reduced the country), by *Napoleon the Great*; but in 1801 that country was restored to the Porte. During the commotions of Europe, from 1809 to 1812, the Turkish empire was only once engaged in war with Russia, when she was compelled to cede to that power, *Bessarabia* and the eastern part of *Moldavia*. In 1820 an insurrection of the Greeks took place against the Porte, when the Sultan armed his Mussulman subjects, let them loose on the Greek, Frank, and Armenian population of his capital, who were massacred with the utmost barbarity. The *Pasha* of Egypt (*Mohammed Ali*) entered the *Mærea* with a powerful army. Eventually, through the intervention of Russia, England, and France, the independence of Greece was accomplished, and the combined Turkish and Egyptian fleets annihilated at *Navarino*. In 1823 war was declared against the Porte by the allied powers, and after meeting with several reverses a treaty was concluded at *Adrianople* in 1829, by which Russia restored to the Porte, *Moldavia*, *Wallachia*, all her conquests in Europe, and the *Pruth* again became the boundary of the two empires. In 1839 *Abdul Medjid*, the present Sultan, ascended the throne, since which period the events connected with this empire and the late war are well known to all our readers. In 1859, a formidable conspiracy was discovered, which had for its object the assassination of the Sultan.

The Turkish empire extends over part of Europe, Asia, and Africa.

European Turkey comprehends *Wallachia*, part of *Moldavia*, *Bulgaria*, *Servia*, *Bosnia*, part of *Croatia*, *Dalmatia*, *Romania*, *Albania*, *Macedonia*, *Jemina*, and *Livadi*; the principal towns of which

are *Constantinople*, *Larissa*, *Yarima*, *Sophia*, *Belgrade*, *Bucharest*, *Jassy*, *Adrianople*, *Varna*, *Shumla*, *Widdin*, *Bilistria*, *Gallipoli*, and *Galatz*. Its extent is 720 miles long, and 690 broad, 200,000 square miles, and population 16,000,000.

Asiatic Turkey comprehends *Armenia*, *Irak*, *Arabia*, *Diarbekr*, *Kurdistan*, *Caramania*, *Natolia*, *Syria*, and *Palestine*; the principal towns of which are *Smyrna*, *Aleppo*, *Damascus*, *Jerusalem*, *Bagdad*, *Trebisond*, *Sinope*, *Kars*, *Beyrout*, *Scutari*, *Acra*, &c. Its extent is 1,400 miles long and 900 broad, 450,000 square miles, and population 13,050,000.

In Africa Egypt is tributary to it. Its extent is 500 miles long, 250 broad, population 2,000,000, and principal towns *Cairo*, *Alexandria*, *Suez*, *Assuan*, *Damietta*, &c.

*Tripeli*, *Fez*, and *Tunis* are nominally tributaries, inasmuch as they acknowledge the Sultan as the head of the Moslems. The country of European Turkey is rather mountainous, but interspersed with plains and vales; the climate generally fine, and the soil fertile. Its productions, &c., are currants, figs, saffron, silk, drugs, and *Wallachian* sheep.

The country of Asiatic Turkey is also mountainous, but intermingled with magnificent plains. The climate excellent, and the soil rich and fertile. Its productions, &c., are wheat, barley, durra, grapes, olives, dates, silk, cotton, soap, *Damascene* blades, camlets, *Angora* shawls, leather, copper utensils, carpets, opium, rhubarb, dried fruits, Arabian horses.

The country of its African tributary (Egypt) consists of valleys, mountains, and barren deserts. The climate is subject to great heat and dryness, but the soil is amazingly fertile. Its productions are wheat, barley, rice, maize, millet, cotton, indigo, sugar, dates, &c.

The Turks are generally robust and well-shaped, addicted to smoking opium, indolent, and practise polygamy. Their religion is that of *Mahomet*.

WORKS OF REFERENCE.—*Brookes*, *Ewing*, *Tyler*, *Strabo*, *Tacitus*, *Turner*, *Cornwall*, *Lempriere*, *Justin*.

—† CONSTANTINOPLE. (*Stamboul*).

Electric Telegraph to *Syria*, *Chio*, *Candia*, and *Suez*; *Dardanelles*, *Candia*, *Alexandria*, *Scutari*, *Phulera* harbour at the *Piræus* (Port of *Athens*), close to the tomb of *Themistocles*, *Aden*—2<sup>d</sup> words to London, 20s. 6d.

**HOTELS.**—D'Angleterre (Mr. Messéré), De By-sance. Tariff—board and residence, exclusive of all drinkables, 60 piastres, or 12 francs per diem. Dinner only, 3 to 5 francs.

**HAMALLS (Porters).**—For carrying luggage, 5 piastres.

**CAIQUE (Boat).**—Tariff, 4 piastres for one person with luggage, to the Custom House. 6 piastres for two ditto.

**CUSTOM HOUSE OFFICER.**—3 piastres for examination of luggage.

**CUSTOM HOUSE AT TOPHANA.**—The traveller should, on arrival in the Bosphorus, jump into a caïque (not a Maltese boat), and go direct to this public edifice.

**FURNISHED APARTMENTS.**—Only procurable by asking in shops, and from thence taking a Hamall to point out the place named (fee, 8 piastres). Rent them weekly, only let the landlord provide breakfast, and always dine at an hotel.

**CONVEYANCES.**—There are two kinds of carriages in use here, viz.:—No. 1. In the shape of a balloon, painted, gilded, and provided with very high wheels; at each side is an opening, to enter which the traveller must mount on a wooden stool, which the driver puts there whenever he alights, Venetian blinds, no seats or cushions, as it is customary for all who drive out to take their own carpets and bolsters with them, and to spread them down inside the vehicle, and sit upon them. They hold four passengers, and are drawn by one or two horses. No. 2.—Has much higher wheels, the top covered, and the sides open. Travellers enter at the back, they hold eight persons, and are drawn by one or two oxen. The coachmen walk by the side of their cattle.

**MOST REMARKABLE OBJECTS.**—The Sultan's Palace (Seraglio), which is on the sea side, surrounded by walls with towers, and separated from the city by canals, is three miles round. The principal entrance to this Palace is of marble, and called Capi or the Porti (the gate), hence the name "Porte" given to the Empire. The Castle of Seven Towers (a state prison), the Acmeden (place of arrows), from which a most magnificent view is obtained. It is used by the Sultan as an archery ground. Barracks, capable of containing 10,000, the Mosques, Palaces, Harems, Kiosks, Gardens, Cypress Woods, Shrubberies, the Mosque, where the Dancing Dervishes

perform, Promenades (the great and little Campo at Pera), the Mosque, where the Howling Dervishes perform, Tower of Galata, and the Serrakier, should be ascended, in order to enjoy the charming views around Constantinople. To describe the panorama which presents itself to the traveller's view, is utterly impossible—it must be seen to be thoroughly appreciated. The Bazaar, the extent of which is very great, as it occupies many streets, is covered in, and receives light from above. The Baths, Mosques of Aja Sofie, Sultan Achmed, Osmanije, and Soleimanije should especially be visited, Slave Market, Old Serail, Hippodrome, Great Cisterns, with a thousand and one pillars, Aqueducts of Justinian and Valentinian (most stupendous works, which extend from Belgrade to the "Sweet Waters," a distance of 15 to 16 miles, and supply the imperial city with water), Coffee Houses (which are frequented by the Turkish storytellers), should be visited, also the Building where the Coffee is ground by machinery. Theatre, at Pera, handsome wooden bridge over the Golden Horn, Kitchen for the Poor, Fountains, Squares, Palace of the British Embassy, Temple of St. Sophia, Old Seraglio, &c.

**REMARKS ABOUT THE CITY.**—Constantinople does not in any degree realise the expectations with which a traveller approaches and enters it; the streets are miserably narrow, and filthy in the extreme. The town is not lighted, and every person going about at night is compelled by law to take a lantern with him (these lanterns are similar to those used at Cairo), they are made of paper, and shut up into a small compass, resembling in size a crumplet or muffin. They open and shut, and when extended are nearly a foot in length—there is a kind of socket inside in which the candle is placed. If any unfortunate Frank (European) is caught without one of these appendages, he is taken up by the guard, and walked off to the nearest guard-house, where he is obliged "nelems volens" to pass the night. All the gates of the city are shut at sunset (7 p.m.) It is a long time before the traveller can accustom himself to the horde of wretched miserable-looking dogs which he meets in every quarter of the town. They are of a most peculiar breed, very hideous, near akin to the jackal in appearance, and are the scavengers of the city. They are seldom known to go mad, so that no ear need be entertained on that head;

the traveller should provide himself with a rattan, or small Gutta Percha whip, when making perambulations about this town. Nothing is more annoying than the continual dread of fires which prevails throughout the entire population of this imperial city, and in case of any conflagration happening in the quarter where the traveller may have taken up his abode, he will quickly be assailed by a knock at the door of his domicile, with the cry of "fire, fire," and if he is obliged to remove his traps, let him avoid confiding them to Greeks, the most arrant rogues in existence, for they are not to be trusted; a Turk will faithfully take charge of them. In the Bazaars will be found almost every article of European and Eastern manufacture; hence they are the fashionable resort of both sexes. In order to obtain a view of the mosques it is necessary to employ some of the guides who are at the hotels to procure a firman, which not unfrequently costs £5 to £10, and before entering which it is imperatively necessary that the traveller should leave his boots, shoes, or slippers, whichever he may happen to wear, at the door, where he will find them on his return. Without conforming to this custom he will not be allowed admittance. Everything here is carried by men, except wood, coals, provisions, and building materials, which are borne by horses and asses. The porters form not only a most numerous, but also a most useful, class of people in the imperial city.

#### MOST REMARKABLE PLACES IN THE VICINITY.—

Village of Apgate, Pera, Galata, Barracks, Hospital, Scutari. Traverse the Bosphorus in a calque (these boats are built as slightly as the wherries on the Thames, and it is necessary for the occupants of them to sit quite still, as they are easily upset). Burial Place of Scutari, the Barracks, Ejub (here the most noble of the Turks are interred), the magnificent Mosque of Ejub, beautiful White Marble Fountains, the late Sultan's Mosque, the European and also Asiatic "Sweet Waters," the Sultan's Palace, Chalcedonia, adjoining Scutari, the views from which are exceedingly lovely—the far-famed snow-clad summit of Olympus is seen in the distance. Balukha (here the Mahomed, 140 gun ship, is passed, and also the Seven Towers, only five however remain), Greek Church, the Walks in the vicinity of Pera (the little and great Campes), Brussa (a beautiful town at the foot of Olympus), Gamlek (distant 30 miles by steamer),

Mount Olympus, 9,100 feet high, the Mosques Ulla Drachmy, Sultan Mahomed I., Ilderine Maïrad I. Bazaar and the Baths (Jeni Caplidhe), at Brussa, Iron Foundry at Tophana.

CLIMATE.—The summer is very variable, part of the day being hot and another portion cold. Flannels, cotton shirts, and hats covered with white (having long curtains down the nape of the neck), should be worn. Neither wine, milk, nor water should be drunk, nor fruit nor eggs eaten in any large quantities. Coffee diluted with water is the most refreshing, cooling, and healthy beverage.

HINTS.—All articles of English comfort and luxury should be taken with the traveller previous to starting on this tour. If a smoker, let him not forget his cigars; all here are bad and very dear.

He can, after visiting the Lions of the Turkish capital, take his passage for Alexandria (there to await the arrival of the Peninsular and Oriental Company's vessels, if he expect friends from England to join him here; if not, he can proceed through Egypt, visit the Lions of the country, and quietly remain at that most wretched hovel of a place, Suez, until the sailing of the Peninsular and Oriental Company's Packet to India) any alternate Friday at 4 p.m., by the Messageries Impériales Company's steamers.

	1st class	2nd class	3rd class
Fares, including provisions .....	200 frs.	150 frs.	95 frs.
Luggage allowed.....	220lbs.	120lbs.	60lbs.

The homeward-bound traveller can proceed from Alexandria on every alternate Friday, at 4 p.m., by the French Government Packets to Constantinople, and from thence reverse this route.

#### MARSEILLES TO MALTA.

SEA VOYAGE, 3 DAYS.

The view of Marseilles and the surrounding country, on leaving the harbour, is magnificent; if the weather is fine and clear, the island of Corsica is passed so closely that Ajaccio (the birth-place of Bonaparte) will easily be discerned. The land near the Straits of Bonifacio has a most singular appearance; it is high, and its summit resembles the form of a large brown bear. The island of Sardinia will also be seen distinctly; its appearance is very barren. Mount Etna is visible in the distance when the atmosphere is clear, as also Marsala, a fine place, and so celebrated for its wines, and the island of Gozo, with its fine lighthouse, is passed closely, as the vessel

approaches Malta, which has a very beautiful appearance as the harbour is entered. There the vessel takes in coal, and all passengers proceed on shore, as to remain on board is very unpleasant, owing to the coal dust.

### † MALTA.

Length, 70 miles; width, 9 miles; circumference, 160 miles; elevation, 600 feet.

Population, 120,000, extremely crafty in their dealings; capital, Valetta, (belonged to the Knights of St. John).

PROTESTANT COLLEGE.—The Rev. J. Miles, M.A., Principal of this most admirable and praiseworthy institution.

WATER, pure, and visible in the harbour to a depth of 40 feet.

CLIMATE, healthy; hot in summer, but subject in September to Sirocco winds, which prevail from the S.E.

TEMPERATURE. — Mean annual, 67°; extreme range during the year, 24°.

MANUFACTURES. — Bracelets, gold and silver filigree work, lace, embroidery, knit silk gloves, Mosaic and Cameo brooches.

FRUIT.—Oranges (blood red), grapes, &c., in abundance.

Sentry boxes are most admirably constructed, having attached to them music-stand-like moveable boards, which the sentry can adjust as occasion requires, to protect him from the scorching rays of the sun.

TELEGRAPH.—Tariff for 20 words to London, 2s. 6d.; now open to Sicily.

STEAM PACKETS.—The Peninsular and Oriental Company's vessels (J. Davidson, Esq., agent) arrive outward on the 5th, 14th, 21st, and 30th, with the Australian, Calcutta, China, Manilla, Madras, Mauritius, and Réunion mails; and with those for Bombay on the 5th and 21st; and with the Marseilles mails on the 7th and 22nd of every month; and homeward on the 9th, 15th, 23rd, and 29th of every month, when they touch at Cagliari, en route to Southampton, to and from the Ionian Islands (Corfu), with the mails to correspond with the arrivals and departures of the Calcutta and Suez line. Tariff, 1st class, £6; 2nd class, £3. Outward freight, 45s. per ton. The French steamers to Syria, Egypt, and Constantinople, arrive and sail once a fortnight. Sailing

vessels to all parts of Europe frequently, see *Bradshaw's Continental Guide*. Passports, see page 83.

RATES OF HIRE, &c., FOR USE OF PASSAGE BOATS AND PORTERAGE OF BAGGAGE AT MALTA.—When a vessel, having mails or passengers on board, is admitted to pratique,—an Officer from the Port Department shall go on board to prevent irregularities on the part of the boatmen, and to attend to the landing of the mails and passengers. The boats shall lie off at a convenient distance, and shall not come alongside until called or allowed by the Officer of the Port Department on duty. No boat shall receive more than two of such passengers with their luggage, or five without. The hire of each boat for landing or embarking such passengers shall be 1s. from sunrise to sunset, and 1s. 6d. from sunset to sunrise. No porter shall take up luggage of such passengers until properly engaged. The pay of porters for the carriage of such luggage, not exceeding an cwt., English weight, shall be fixed as follows:—From the landing-place of either harbour to any part of the City of Valetta, 1s. per cwt. To any place without the limits of Valetta, as far as Port des Bombes, 1s. 6d. per cwt. 6d. additional for every extra fifty pounds.

HOTELS.—Dunsford, excellent. Landlord, Mr. Hood. Imperiale, Strade Sante Lucia. Vittoria, Strada Reale, (not bad). Tariff—bed, 2s.; breakfast, 2s. 6d.; dinner, 4s.; tea, 1s. 6d.; baths, 2s. 6d.; board and residence, 7s. per diem; Valet de Place, 3s.; port, 4s.; sherry, 4s. per bottle; attendance, 1s.; lights, 1s.; fire, 1s.; soda water, 6d.; private room, 3s. Porterage.—Boat (odd-looking craft) hire, each landing, 6d. Café.—The Commercial (beautiful vaulted ceiling).

CARRIAGES.—£1 per diem.

HOMES.—15s. per diem.

Language, Maltese (a mixture of Arabic and Italian).

COALING DEPOT.—Steamers take about twelve hours coaling.

HINTS.—Here the sun is extremely powerful; put on light clothing, wear spectacles, and use covered umbrella. On landing avoid all touts, make selection of hotel previous to going on shore, take boy to conduct you to it (charge sixpence), and on your way call at the Post-office, and learn the time fixed for the closing of the Indian mail, go on board the packet exactly half an hour before that time, as you cannot depend upon the time of departure given on board,

Breakfast at hotel, write homeward letters, post them when out; order dinner three hours before the sailing of the packet, proceed in a carriage with a Valet de Place, and visit all the interesting objects, making what purchases you may require on your road, return to dinner exactly at the time it is ordered; by such a course you will be able to see everything, and then enjoy your repast comfortably in the cool, as the heat in this place is intense. Take no Italian money away, as it will be useless.

**LIBRARY.**—Muir, 247, Strada Reale, of whom Newspapers, Bradshaw's Guide Books, and every information about the island can be obtained.

**MOST REMARKABLE OBJECTS.**—The view of the Town, Fortifications (Fort Elmo, the most formidable, has accommodation for 2,000 men), and Harbour as it is approached; Marsamuscetta (the Quarantine), Valetta (Great Harbour), the rocks and buildings around which being of a yellowish cast, while the glare is extremely trying to the naked eye; Churches (Queen Adelaide and St. John's, the finest, built in 1580—a very heavy edifice, most richly decorated in the interior, and containing superb monuments of the Knights of Malta, with their white marble effigies, and a fine chime of beautifully-toned bells, brought from the island of Rhodes); view from Piazza Regina, Opera, Barracks, Government House, Streets (having steps), Bonaparte's House, Lazaretto for Quarantine, the Parlettario, Markets, Shipping, Arsenal, Monuments, Custom House, Docks, &c.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—Island Gozo, Civita Vecchia, Catacombs, numerous rides and drives commanding fine sea views, the Albergas and Calle di San Paolo, where St. Paul was shipwrecked.

### MALTA TO ALEXANDRIA (3 DAYS).

The appearance of Malta, when quitting the harbour, is also interesting; and Valetta, when lighted up, looks well; the extent of its harbour is then seen to advantage. Nothing of interest presents itself until the vessel approaches Alexandria (which lies on very low sandy land, without a tree to be seen), the entrance to which is difficult of navigation, owing to the sunken rocks, &c. The appearance of the Egyptian fleet, when laying there, looks imposing, but they are not in good order. As soon as this port is made, the passengers' baggage is all got up on deck, ready to be discharged into

boats, and they see no more of it until they reach Suez, or pass it as it crosses the desert on the backs of camels. No fear need be entertained for its safety, as rarely any losses ever occur. The method of calculation pursued by the Arabs who have charge of it is unique and unerring, which security is effected by means of a string of beads. As each package is passed before the eye of the Arab a bead is thrown over his shoulder. The power of mental abstraction, together with the simplicity of the operation, enables him to keep an accurate account of all the baggage which he has charge of, without the chance of an error. If the traveller can pack all he requires for his journey from Alexandria to Suez in his knapsack it will be much better than in his tourist bag; and care must be taken to put up his luncheon case (well stocked). Only one package, and that as small as possible, should be taken on shore with him at this port, together with his umbrella, as the heat of the sun is intense. Not any water should be drunk until arrival on board the packet at Suez, as all obtainable on this route is more or less impregnated with saline matter, and disorders the bowels. Indeed, at some places it is quite salt. Soda water and pale ale are the best and most nutritious; but ripe oranges may also be eaten with safety. The change of climate, diet, and water, render all these precautions essentially necessary, and young and inexperienced travellers should by no means disregard them.

**HINTS.**—The traveller, if pressed for time, can take the direct route to Marseilles, arriving there in one day seven hours from London, viz.:—

London to Paris ....	10 hours.	} Departure at 8 30 p.m. daily, from London Bdg
Stoppage at Paris ....	2    "	
Paris to Marseilles ...	19   "	

1 day 7 hours.

Total Expenditure, including Hotel charges:—1st class, £8 8s.; 2nd, £6 18s. On landing, the traveller here beholds *everything* Oriental, except that a well-appointed omnibus attends his pleasure, and conveys him to his hotel, and whilst wending his way thither he will perceive Europeans dressed *a la Turque*, Egyptian women covered with the blue *Habarah*, which completely conceals their features, and only leaves a pair of little holes for the eyes to peer through, and long rows of camels in single file, carrying bales of merchandise into the populous city of



## —† ALEXANDRIA.

Native name, El-Ikenderesgeh.

Population, 20,000, which has become doubled within the last fifteen years, owing to vaccination having been used by the Arabs, and the influx of the country population to avoid the tyranny of the petty despots in the interior. (Named from Alexander the Great, and originally built in the form of a Macedonian mantle, with its largest side near the sea).

**HOTELS.**—Wood's, Railway, De l'Europe; India Family Hotel, excellent; Peninsular and Oriental, good; Mr. Ede's Hotel in the Grand Square is excellent and first-rate. **Tariff**—room, 5s.; breakfast, 3s.; dinner, 5s.; coffee, 1s.; bath, 3s.; attendance, 1s.; lights, 1s.; board and residence, 20s. per diem; paleale, 2s.; port, 6s.; sherry, 10s.; Marsala, 4s.; soda water, 6d. per bottle; donkey, 1s. per hour; carriage, 20s. per diem; valet de place (dragoman), 5s.; boat-hire (landing), 1s.

**CAUTION TO OVERLAND PASSENGERS.**—Owing to the frequent irregular and offensive conduct towards the natives, adopted by some overland travellers in their passage through Egypt, the Consul General in Egypt has authority to arrest any British subject who may conduct himself improperly, and to hand him over to the local authorities, to be dealt with as the Egyptian law requires, and if such offender belongs to Her Majesty's Service he will be reported to the War and India Offices.

**BRITISH VICE CONSUL.**—C. Chasseand, Esq.

Peninsular and Oriental Company's Special Agent, A. M. Bethune, Esq., whom travellers should consult if in any dilemma.

Bradshaw's Overland Guides obtainable at the hotels.

**COAST.**—Flat, but to the west composed of a tract of yellowish calcareous rock and sand, interspersed with a few dwarfish palm trees.

**HARBOUR.**—The Old, anciently called Eunostus Portus, but now deserted. The new Magnus Portus, open to all nations. Entrance difficult, on account of the reef of rocks, which leave three natural passages, the central being the deepest, and all emit a most disagreeable odour.

**THE STREETS** are narrow, houses close to each other—matting thrown from the tops so as to form an arcade. Effect singularly wretched, as such appear in many places in absolute tatters. In the European part of the city, which is situated in the south-eastern quarter, near the shore of the New

Harbour, they are wide, with a handsome open square, in which the hotels are situated. The motley groups passing and repassing along them are peculiarly interesting, on account of the variety of costumes and grades of society which they exhibit. The rich picturesquely clad, the poor most wretchedly covered, the children emaciated, the blind groping along, all interspersed with noble West Bedawees, clothed in woollen shirts and hooded cloaks; camel drivers, crying out with stentorian lungs, "Oâ-Guarda-Sakin," "Take care;" strings of camels, with an occasional overloaded animal, which most resolutely refuses to rise until relieved of his surplus burden; water carriers, with those patient animals laden with water skins; boys (most arrant knaves) driving donkeys at a railway pace; beggars shouting the everlasting "Bachahish" (alms, money); omnibuses, extremely well appointed, going and returning from the railway station; women selling bread at the corners, and contented tradesmen sitting smoking, working, or chatting at their shops, situated on both sides (which resemble cupboards hewn in walls, and consist of a raised seat of stone or brick, 3 feet high, and about the same width), all of which form a most curious and exciting *coup d'œil*. The large square, in which the principal Europeans reside, has a noble and pleasing aspect. The houses are built of white limestone, which remains *untarnished* from the weather. In the centre stands a yellowish white Cairo marble obelisk, surmounted by a handsome fountain. The residences of the different European Consuls have each a flagstaff attached to their balconies; that of the French is surrounded by a winding twisted staircase, which leads to a tower commanding a fine view of the town. All the *shop sign boards* are painted and lettered with Greek characters. Here are situated the best hotels, and the principal streets diverge from it. The bricks with which the city is built are those excavated from the ruins of the *Old Alexandria*; they are well formed and burnt, and so firmly cemented together that it is more difficult to break the mortar than the brick itself.

**NEW WAKALEH** (Oecale), erected for the reception of the merchants, consists of a large open square court, with a ground floor, occupied by magazines facing the canal, and with shops and entrances towards the exterior.

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THE TERMINUS is a large well arranged edifice.  
Here the traveller can obtain cakes, lemonade,  
nuts, fans, and white coverings for hats, of which

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with beggars. For a well condensed description  
of ancient Alexandria, the traveller is referred to  
*Bradshaw's Continental Guide*, special edition.

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**CAUSEWAY** (native name Rodat-et-Teen, "Garden of the Fig"), constructed of stone, connects the fort and light house, and ornamented at the south-western extremity (called Ras-et-Teen, "Cape of the Fig;") with a fine row of fig trees, hence its name. It is seven stadia long, and is hence called the Heptastadion.

**CHURCHES.**—Greek, English, Protestant, and Roman Catholic.

**RACES** in October, on the course, in the desert, outside the Rosetta Gate.

**HOUSE RENT** very high. Houses which in 1853 let for £600 per annum, now produce a rental of £2,000; and the Arabs will only let for three years, the rental payable in advance. Roads very bad. Servants difficult to obtain.

**PRODUCTIONS.**—Cotton and corn, in the purchase and shipping of which many rich and influential Greek firms are engaged.

**BANKS.**—Egypt, and Ottoman.

**TELEGRAPH** to Cairo and Suez.—*Tariff.*—From Alexandria to Cairo, and vice versa, 25 words, 20 Egyptian Piastres (4s.), and every additional word 1 Piastre (2½d.); Alexandria to Suez, 40 Piastres (8s.), and every additional word 2 Piastres (5d.). To London, 20 words, via Marseilles and Paris, 13s; Trieste and Ostend, 14s.; Malta and Calais, 33s. 3d.

**OMNIBUS** calls at hotel for transit passengers—no charge.

**RAILWAY TO CAIRO AND SUEZ IN 19 HOURS.**

—For *Tariff* see page 90. The Pacha, at the suggestion of the Peninsular and Oriental Company, has contracted to adopt a regular system of trains, increase the staff of English telegraphists; employ European engine drivers, station masters, and other railway employes; the employment of a staff to superintend the landing and embarkation of passengers at Alexandria and Suez. The establishment of proper conveyances for passengers between the railway and wharf at Alexandria, and the railway terminus at Cairo and the hotels. The construction of proper stations, with conveyances for travellers, and waiting rooms for ladies and gentlemen (with European male and female attendants) at Alexandria, Kafr Zyat Cairo, Centre Desert, and Suez stations, and to erect lighthouses on the Red Sea.

**THE TERMINUS** is a large well arranged edifice. Here the traveller can obtain cakes, lemonade, nuts, fans, and white coverings for hats, of which

(if not already provided with such) he should not omit to purchase.

**COALING DEPOT.**—Steamer takes about twelve hours coaling.

**CONSULS.**—British, French, and Austrian, resident.

**PASSPORTS.**—See page 83.

**STEAMERS** up and down the Nile.

**STEAM PACKETS.**—The Peninsular and Oriental Company's vessels (T. H. Holton, Esq., agent) arrive outward on the 9th, 17th, and 25th, with the Australian, China, Calcutta, Madras, Manilla, Mauritius and Réunion mails; on the 8th and 25th with those for Bombay; and sail on the 10th and 25th with those from Marseilles; and sail homeward on the 5th, 11th, 19th, 26th and 27th of every month to Southampton, and on the 11th and 27th to Marseilles.

**HINTS.**—Here the sun is very hot on landing; put on light clothing, wear spectacles, and use umbrella. Carry knapsack, travelling rug, and flask, on shore in your hand. On landing, either proceed per omnibus waiting at the pier, or jump on a donkey, take your things with you, (the boys being arrant rogues, and not to be trusted), proceed to the hotel, thence to the Railway Office, and take ticket to Cairo and Suez. This only applies to travellers who have not proceeded direct from Southampton by the Peninsular and Oriental Company's vessels, or from Marseilles by that conveyance, as then all arrangements for their transit are effected by that Company's agent. Learn time of departure at the railway, return to hotel, write homeward letters and post them, make up a party to visit the interesting objects, take a carriage and share the expenses. Order dinner or refreshment at hotel three hours before starting of train, return to hotel exactly at the time the meal is ordered to be ready, take a bath, which bespeak previously, and also alter watch to railway time. By so acting, every object will be seen without the traveller becoming too fatigued; mind and do not take any French or Egyptian money away, as it is useless. The Egyptians are great knaves, and are always crying out for "bachshiah" (or money). Do not give them any, take no notice of their applications, for if you do you will be tormented to death with beggars. For a well condensed description of ancient Alexandria, the traveller is referred to *Bradshaw's Continental Guide*, special edition.

**ATTRactions.**—Arab Tower—The miles of sandy

billocks extending west to the Lake Morectis, literally studded with windmills (whose turrets are 30 feet high, arms 20 feet long, sails  $3\frac{1}{2}$  feet broad, each having 8 vanes; their erection and operation is extremely simple, as only a single pair of Sicilian vesicular lava stones are employed, without any bolting apparatus, the flour falling from the mill into a sack, and then dressed through a fine gauze hand sieve,) are visible.

FORTIFICATIONS are in course of construction, similar to those at Paris, under the superintendence of French engineers and, on *dét.* at French instigation.

POMPEY'S PILLAR.—A single block shaft of red granite, standing on an eminence 600 yards from the present wall of the town, close to the road leading from the Rosetta Gate to the Mahmoudie Canal, is 68 feet high, 9 feet diameter at the bottom, the capital a single block, 10 feet high. Base, plinth, and pedestal, also a single block of red granite, their total length 17 feet. Substructure 4 feet high, beautifully wrought, but disfigured with the names of persons who have ascended it inscribed thereon, in black paint. In order to ascend, fly a large paper kite, with a strong cord attached thereto, which rests on the top of the capital, then draw a stout rope over it, after which rig shrouds, and the ascent is easy, which has been not only accomplished by British naval officers, but by an English lady. The Greek inscription thereon, only discernible when the rays of the sun fall obliquely on it. Erected in 1723, *s.c.* in the time of Sesostris, but by some authors is supposed to have been built by Publius, Prefect of Egypt, in honour of the Emperor Dioclesian.

LIGHT HOUSE.—The position of the celebrated Pharos, erected by Sostratus Cnidius, which formerly had on its summit the famous Telescopic Mirror (in which vessels might be discerned at sea at a great distance off), was pulled down by the Arab sovereign, El Waleed, at the instigation of a lying Greek, who, in hopes of possessing the mirror, reported that vast treasure was concealed beneath its foundation. The Alexandrians are supposed to have used it to destroy the vessels of their enemies, by concentrating the rays of the sun upon them.

PASHA'S PALACE, a neat plain edifice, with handsomely arranged good sized inlaid brightly polished-floored rooms, and which can be visited by application to the steward (Vakil). It commands a superb view of Muslim's Burial Ground—Houses

built of calcareous stone, flat, cemented roofed, unornamented, projecting windows of wooden green painted lattice work, but the Palace, Governor's, and European residences are of glass.

CLIMATE insalubrious, on account of the conversion of the lake into a salt marsh. Damp, and much rain in the winter. Heavy dew at night throughout the year.

WATER.—Bad, although supplied from the cisterns under the site of the ancient city into the houses, which are also furnished with them. The wells brackish, and only that obtained from the water carriers fit to drink.

DISEASES.—Fevvers prevalent. Plague always breaks out at this place prior to appearing in any other part of Egypt.

Wall, with its four gates, rebuilt in 1811; two convents, synagogue, mounds, lofty hills of rubbish and sand, occupying the site of the ancient city, and surrounded by forts.

OBELISKS. — *Cleopatra's Needle*, situated at the opposite end of the town, is composed of a single red granite block, 70 feet long,  $7\frac{1}{2}$  feet wide at the base, wit four faces, adorned with three lines of hieroglyphics. The central bears the name of Thothmos III., who reigned soon after the Israelites left Egypt. The lateral lines were sculptured about the time of Sesostris. The inscriptions near the base are nearly obliterated. It was given to the English by Mehemet Ali—*lies in a ditch*. They were erected originally at Heliopolis, and consisted of four, and were brought hither by one of the Cæsars.

Tower of the Romans—on its site stands a fort.

TELEGRAPHS carried over 19 towers—first on the peninsula of Pharos, and the last in the citadel.

LIBRARY—the ancient—stood near the Great Pillar, was built of red, hard, flinty, and speckled stone, adorned with 400 columns, which were cast into the sea by Karaja (Governor of Alexandria), in the time of Salah-ed-Deen (Yousuf-Ibu-Elyood), the famous Saladin, to prevent the vessels of an enemy from approaching the walls of the city. Within the portico stood Aristotle, who there taught philosophy. The collection of books (700,000) were burnt by Amr-Ibu-el-A's, by order of Omar, after he had been solicited by Johannes (the grammarian) to spare it. He even interceded with that sovereign for its preservation, who replied, "If they contain what is agreeable with the Book of God, in the

Book of God is sufficient without them; and if they contain what is contrary to the Book of God, there is no need of them; so give orders for their destruction." They were then distributed for the purpose of heating the baths, and in six months were consumed. In 1854, near the south-west angle of the Great Square, close to the British Consulate, were discovered the ruins of the Alexandrian Library, and some exquisite statues.

**NECROPOLIS.**—Ruins of the edifice, lately excavated, is situated on the south-west side of the ancient city, between the old submarine harbour and bed of the Lake Mareotis. It is two miles long, and contains sepulchres excavated in the calcareous but soft rock.

**THE BATHS OF CLEOPATRA,** lately excavated.

**CATACOMBS.**—The chief is a spacious circular chamber, ornamented with pilasters and a pediment, with roof excavated like the interior of a dome, with recesses containing mummies, each of which is ascended by three troughs cut in the rock, which serve as a sarcophagi. They were founded after the city of Alexandria.

**HISTORICAL REMINISCENCES.**—The original seat of Egyptian learning. The theatre of wars and bloodshed. Here St. Mark was martyred. Birth-place of some of the most eminent Fathers of the church. Hotbed of schisms and heresies. The English army admitted the sea water from the Lake Abov-keer (Aboukir) into the Lake Mareotis in 1801; Mohammed Ali did the same in 1803. The English repeated the same experiment for military purposes in 1807. The gap was then closed; the supply of fresh water from Alexandria cut off, and the course of the canal altered. In July, 1858, after the massacre of the British and French Consuls at Jeddah, the Christians were grossly insulted here. The Pacha of Egypt sent 8,000 troops to keep order. A Mussulman fanatic, when taken to the police-office for participating in such, called upon the Egyptians to follow the noble and praiseworthy examples set them in India and Jeddah.

**VISIT TO THE HAREMS OF THE GREAT.**—Etiquette to be observed by European ladies having that honour:—They must wear a Turkish costume, envelope themselves in the black silk habarah, have a prayer carpet spread over the common saddle, and mount the "high ass," taking care to stoop when going to pass under the gateways, and then proceed to the Harem, which forms in each establishment a separate residence. When entering the fine marble-

facéd hall, the elder daughter of the house meets the lady visitor, salutes her in the Oriental fashion, viz., touches her lips and forehead with her right hand, then removes the visitor's riding dress (which to be *à la mode* should consist of a muslin veil over the face, but doubled at the upper part, a coloured silk dress, and over that a black silk habarah) which is considered a mark of condescension. The riding dress is then placed on a most exquisitely pink-shaded Cashmere handkerchief, richly embroidered with gold, and removed into another apartment. The visitor is afterwards conducted to the divan, and placed on the right-hand side of the hostess, which is considered the place of honour, and whose costume of royal rank generally consists of the following head-dress: a dark handkerchief if twisted round a *Tarboosh* (common Turkish cap), with a thick blue silk tassel, divided, hanging down on each side, ornamented with a magnificent sprig of large diamonds, arranged in the form of three lutes, in the centre from each of which a branch extends, forming an oval shape about five inches long. On the left side high up is worn a slide of diamonds, through which is drawn a bunch of artificial ringlets. The attire worn is a long vest, dark-flowered Indian silk trousers; with a large rich costly cashmere shawl encircling the waist. The neck is decorated with strings of large pearls, confined by elegantly chaste gold beads. The eye-brows are painted with Kohl, united by black pigment, in a very broad and unbecoming manner. Refreshments are then offered, and on partaking of which the lady visitor salutes the hostess, by bending respectfully, and lowering the right hand before she touches her own lips and forehead. The service is thus performed: several handmaidens (white slaves) form a semicircle, and receive from black slaves silver trays, covered with glass dishes full of sweetmeats, having three spoons in each, after which coffee, on elegantly chaste silver plateaux, in small China egg-shaped cups in silver filigree stands inlaid with diamonds, is presented by attendants, who hold the stand between the thumb and finger of the right hand. A short interval then elapses, when elegant cut-glass covered cups in saucers filled with sherbet is handed round on massive silver trays, covered with round richly-embroidered pink cloths, which the slaves remove as they approach the visitors, whom etiquette allows to drink one-third of the proffered beverage. The slaves then advance with silver trays bearing



tastefully piled up large white embroidered handkerchiefs, which are presented to the purpose of wiping the mouth, but etiquette only admits of the lips being touched therewith. After a few moments' chit-chat, the elder daughter throws her arms gracefully round the visitor's neck and leads her to inspect the mansion, the rooms of which are generally large, having a raised dais, covered with fine Indian matting; in the centre stands sportively playing a tasteful fountain, inlaid with black, red, and white marble; the ceilings are ornamented with highly wrought and beautifully finished arabesque work, the walls plain and whitewashed, and in some instances the lower portions cased with Dutch tiles six feet high. The windows are in the French style, and tastefully ornamented with rich embroidered muslin curtains, fringed with various coloured tassels. The bath rooms are arranged with luxurious divans, but the heat and vapour therein is extremely oppressive. When taking leave the elder daughter takes the habarah and robes the lady visitor, presses her hand, salutes her on the cheek, when the former lowers her right hand and then touches her own lips and forehead, and both descend into the court-yard. The lady visitor then crosses the court, reaches the suspended mat which forms the curtain entrance of the Harem, when it is raised by black eunuchs, and the lady retires, accompanied by the chief eunuch, who ascends the mounting platform, receives the present which it is customary to bestow on him, and then places the guest on the high ass, whilst two other menials arrange the stirrups, the visitor's attendants remaining in the back-ground.

THE LAKE OF MÆROÏTIS, situated a short distance beyond the Rosetta Gate, is one of the greatest curiosities. It is 150 miles in circumference, and was originally *fresh water*, 6 feet deep, and was navigated. Its waters were dried up for 90 years, all communication with the Nile then having been cut off. It is separated from the sea by mounds of sand, and its bottom is several feet lower than the level of the Mediterranean. In 1788 the waters of the ocean were let in upon it, the sea flowed in for a week, 30 villages were swept away, and their sites rendered barren. The bank was closed up again, the communication with the sea cut off, but the *salt* water still remained in large quantities. The sun evaporated it and left a vast expanse of dazzling snow white sheet salt. Annually does the Nile flood it, then the Lake

*re-appears*, but in the dry season it re-assumes its salty state. It formerly communicated with the Port of Old Alexandria, by means of a canal.

THE EGYPTIAN POTTER'S WHEEL, which consists of a spindle 3 feet long, turned in a socket  $1\frac{1}{2}$  foot under the level of the floor, and a collar 5 inches, with a circular disk on which the ware is thrown, is very curious. It is turned by a circular *flange*,  $1\frac{1}{2}$  feet in diameter, just above its lower insertion, and makes two revolutions per second. The man sits on the floor with his legs placed in a small pit below the wheel, and revolves the same by moving his feet about on the *flange*. The ware thus manufactured is well burnt in kilns, and is turned out good, strong, and admirably shaped.

### THE EGYPTIAN RAILWAYS.

To Mæroëtis, Alexandria, Cairo, and Suez.

### THE TELEGRAPHS IN EGYPT.

The electric telegraph is open from Alexandria to Cairo.

### EGYPTIAN RAILWAY.

#### TRANSIT ADMINISTRATION—RAILWAY REGULATIONS FOR BAGGAGE.

1st.—Nothing but personal effects will be recognised as baggage.

2nd.—Each 1st class passenger is allowed 50 rotolis free of charge.

2nd class passenger is allowed 50 rotolis free of charge.

3rd class passenger is allowed 25 rotolis free of charge.

3rd.—Children are allowed half the quantity granted to the class to which they belong.

4th.—All overweight of baggage taken by passenger trains will be charged prs. 40 (8s.) per 100 rotolis, from Alexandria to Cairo, and *vice versa*. To and from intermediate stations in proportion.

5th.—Passengers may send baggage by goods trains, at the rate of prs. 16 (3s. 6d.) per 100 rotolis, from Alexandria to Cairo, and *vice versa*. To and from intermediate stations in proportion.

6th.—All baggage must be given in charge of the administration. Passengers after taking their tickets must hand over their baggage to the baggage clerk, who will weigh and register it, and encash the amount due for overweight; they will receive in return a baggage receipt, on presentation of which at their destination their baggage will be delivered to them.

7th.—Passengers whose baggage is underweight, shall pay (piastre 1) per package for registration.

8th.—Passengers are strictly prohibited from taking money, goods, or valuables, in their baggage to the detriment of the interests of the administration. Parties infringing this rule will be charged four times the amount due on such articles.

9th.—Parties taking inflammable articles, or articles of a nature to damage or destroy the baggage of other passengers, will be subject to a fine not exceeding *prs.* 2,000 (£20) and not less than *prs.* 500 (£5), besides having to pay the value of the damage occasioned.

10th.—In cases of loss of baggage, the administration will not pay more than *prs.* 600 (£6) as indemnity for a trunk or *perimanteau*, and *prs.* 150 (30s.) for a carpet bag or corresponding package; it being understood that all valuable articles be consigned to the administration.

11th.—The administration reserves to itself the right of opening and examining any baggage which may be supposed to contain goods or valuables.

12th.—No baggage will be received after 15 minutes previous to the starting of the train.

#### REGULATIONS FOR PASSENGERS.

Any 2nd class passenger found in a 1st class carriage, or any 3rd class passenger found in a 1st or 2nd class carriage, will be subject to a penalty of *prs.* 1,000 (£10), for attempting to defraud the administration.

Loaded fire-arms will on no account be allowed in the carriages.

Smoking is strictly prohibited in the carriages when ladies are present.

Passengers are strictly prohibited from carrying sealed letters with them. An infringement of this rule will subject them to a fine of *prs.* 50 (10s.) for each letter.

#### TARIFF.

##### CLASSIFICATION OF MERCHANDISE.

1st class at *prs.* 30 (6s.) per cantar—Manufactured silk, sweetmeats, mirrors, pendulums.

2nd class at *prs.* 25 (5s.) per cantar—Books, raw silk, boots and shoes, firearms, carpets, hosiery, tea, medicines.

3rd class at *prs.* 23 (4s. 6d.) per cantar—Indigo, woollen cloth, ready-made clothes, leeches, perfumery, cochineal, fine colours (paint), cut tobacco, saddlery, tarbushes.

4th class at *prs.* 20 (4s.) per cantar—Wool in loose bales, skins, elephants' teeth, drugs, saffron, colocynth, porcelain, wine in bottles, window glass, leather, opium, provisions (dried or salted), cotton in loose bales, flax uncleaned, spices, tortoise shell, tobacco in leaf, candles, spermaceti, charcoal, ice.

5th class at *prs.* 16 (3s. 8d.) per cantar—Cotton in pressed bales, flax cleaned in pressed bales, hemp and cordage, gum, dates, tamarinds, liquids in barrels, hardware, manufactures in bales, paper, oil in casks, wine and spirits in casks, flour, copper plates, lead, iron bars and plates, tin plates, printed goods, dried fruits, wire, personal effects and baggage, incense, hides, senna, wool in pressed bales.

6th class at *prs.* 12 (2s. 6d.) per cantar—Rags in pressed bales, coffee, wax, sugar (raw and refined), mother-of-pearl in barrels, molasses, honey, soda, saltpetre, nitre, dyewoods, timber, planks, firewood, marble, soap, glass beads, tar, pitch, sulphur, tallow.

N.B.—Copper coins will pay the same rate as fourth class goods.

Valuables.—Plated goods, jewellery, watches, mercury, amber, gold thread, shawls (Cashmere), otte of roses, essential oils, musks, coral, ostrich feathers.

Goods by measurement—1st class—Millinery, sponges in cases.

Goods by measurement—2nd class—Furniture.  
N.B.—The minimum freight which the administration will receive on any package of merchandise is:—For a distance exceeding 65 miles, *prs.* 10 (2s.); for a distance not exceeding 65 miles, *prs.* 5 (1s.) The minimum freight on specie, &c., for a distance exceeding 65 miles, *prs.* 20 (4s.); for a distance not exceeding 65 miles, *prs.* 10 (2s.)

## THE EGYPTIAN RAILWAYS.—ALEXANDRIA TO CAIRO AND SUEZ.

ALEXANDRIA TO CAIRO .....\*7½, †9, and \*11 a.m. | SUEZ TO CAIRO (12 noon, water train) †2, and 2½ p.m., goods.  
CAIRO TO SUEZ .....(6 a.m. for Water only) \*6½ and †7 a.m. | CAIRO TO ALEXANDRIA.....\*7, †8½, and \*9½ a.m., goods.  
\*2nd and 3rd class; †1st, 2nd, and 3rd class.

Time of Transit, Alexandria to Cairo, from 7 to 12½ hours; from Cairo to Suez, per passenger train, 4½ hours, per goods train in 5 hours.

## PASSENGERS' FARES.

Miles.	Stations { To.		ALEXAN- DRIA.			KAHER DAWAR.			DAMAN- HOUR.			KAHER ZAYAT.			TAUTAH.			BIRKET-ES- SAB.			BENHA.			CALIOUB.			CAIRO.			
	From.		1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.	
—	Alexandria	{ Ples	..	..	..	27	18	7	53	34	14	73½	51½	20	91	60	23	107	70	27	122	80	31	143	97	38	157	103	40	8/0
—	Alexandria	{ Eng	..	..	..	5/6	3/9	1/6	10/6	6/9	2/9	15/9	10/6	4/0	18/3	12/0	4/9	21/6	14/0	5/6	24/6	16/0	6/3	29/9	19/6	7/93	1/8	90/9	8/0	8/0
—	Kafer Dawar	{ P	27	18	7	..	..	..	31	21	8	63	41	16	75	49	19	95	63	24	111	73	28	132	87	34	141	93	36	7/3
—	Kafer Dawar	{ E	5/6	3/9	1/6	..	..	..	6/3	4/3	1/9	12/9	8/3	3/3	15/0	9/9	4/3	19/0	12/9	4/9	22/3	14/9	5/9	26/6	17/6	6/9	28/3	18/9	7/3	7/3
—	Damanhour.	{ P	52	34	14	31	21	8	..	..	..	40	26	10	49	32	13	72	47	18	88	58	23	109	71	28	118	77	30	6/0
—	Damanhour.	{ E	10/6	6/9	2/9	6/3	4/3	1/9	..	..	..	8/0	5/3	2/0	9/9	6/6	2/9	14/6	9/6	3/9	17/9	11/9	4/9	6/22	0/14	3/5	9/23	9/15	6/0	6/0
65	Kafer Zayat.	{ P	78½	51½	20	63	41	16	40	26	10	..	..	..	2/9	1/9	0/9	6/6	4/6	1/9	5/9	6/6	2/6	13/9	9/0	3/9	15/9	10/6	4/0	4/0
—	Kafer Zayat.	{ E	15/9	10/6	4/9	12/9	8/3	3/3	8/0	5/3	2/0	..	..	..	..	..	..	32	22	8	48	32	12	69	45	18	78½	51½	20	4/0
—	Tautah ....	{ P	91	60	23	75	49	19	49	32	13	13	8	3	..	..	..	20	13	5	36	24	9	59	38	15	66	43	17	17
—	Tautah ....	{ E	18/3	12/0	4/0	15/0	9/9	4/3	9/9	6/8	2/9	2/9	1/9	0/9	..	..	..	4/0	2/9	1/0	7/3	4/9	1/9	11/9	7/9	3/0	13/3	8/9	3/9	3/9
—	Birket-es-Sab	{ P	107	70	27	95	63	24	72	47	18	32	22	8	20	13	5	..	..	..	20	13	5	44	29	11	54	36	14	14
—	Birket-es-Sab	{ E	21/6	14/0	5/6	19/0	12/9	4/9	14/6	9/6	3/6	6/6	4/6	1/9	4/0	2/9	1/0	..	..	..	4/0	2/9	1/0	8/9	5/9	2/3	10/9	7/3	2/9	2/9
—	Benha.....	{ P	122	80	31	111	73	28	88	58	22	45	32	12	36	24	9	20	13	5	..	..	..	..	..	..	..	..	..	..
—	Benha.....	{ E	24/6	16/0	6/3	22/3	14/9	5/9	9/17	9/11	9/9	4/6	9/9	6/6	2/6	1/9	4/0	2/9	1/0	..	..	..	..	..	..	..	..	..	..	..
—	Calloub ....	{ P	148	97	38	132	87	34	109	71	23	69	45	18	59	38	15	44	23	11	28	19	7	..	..	..	..	..	..	..
—	Calloub ....	{ E	29/9	19/6	7/9	26/6	17/6	6/9	22/0	14/3	5/9	13/9	9/0	3/9	11/9	7/9	3/0	8/9	5/9	2/3	5/9	3/9	1/6	..	..	..	..	..	..	..
—	Cairo .....	{ P	167	103	40	141	93	36	118	77	30	78½	51½	20	66	43	17	54	36	14	40	26	10	16	10	4	..	..	..	..
131	Cairo .....	{ E	31/6	20/9	8/0	28/3	18/9	7/5	23/9	15/6	6/0	15/9	10/6	4/0	13/3	8/9	3/9	10/9	7/3	2/9	8/0	5/3	2/0	3/3	2/0	0/24	..	..	..	..

## TARIFF FOR INDIAN PASSENGERS TO AND FROM ALEXANDRIA TO SUEZ.

1st class, £7, including refreshments (except drinkables), and 3 cwt. of baggage, free.  
2nd class, £5, 14 cwt.

Children under 10 years, £3 10s; under 3 years, free. Extra baggage 6s. per cwt."

Peninsular and Oriental Company's Goods, Parcels, &c., in transit, pay at the rate of £6. per ton accelerated, £4 per ton unaccelerated, which tariff includes ½ per cent. *ad valorem* transit duty. Specie to and from India, ½ per cent. Gold from Australia, 3s. 9d. per cwt., when the gross value by one ship exceeds £100,000.

EXTRA TRAINS are dispatched from Alexandria, Cairo, and Suez, and *vice versa* with the Indian mails and passengers, when required.

## THE EGYPTIAN RAILWAY GOODS TARIFF.

Stations.	BY GOODS TRAIN.										BY EXPRESS TRAIN.		
	Heavy Merchandise, per 100 Rotolis.										Merchandise in Packets, Per Cubic Foot English.		Specie, &c.
	1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	6th Class.	Provisions, &c., in Sacks.		Extra Luggage, Weight of		Per 100 Rotolis.	Articles of Silver, &c.	
	Pias	Eng	Pias	Eng	Pias	Eng	Pias	Eng	Pias	Eng	Pias	Eng	Per Cent.
From Alexandria to Cairo ..	s. d. 30 6 0	25 5 0	s. d. 22 4 6	18 3 3	s. d. 16 3 3	12 2 3	s. d. 8 1 6	5 1 0	s. d. 20 4 0	11 2 3	s. d. 40 8 0	23 4 9	1-16
" " Tautah ..	17 11 6	14 12 2	9 12 2	6 11 2	3 9 1	10 6 1	3 4 0	9 4 3	3 0 9	11 2 3	20 4 0	23 4 9	1-16
" " Kafer-el-ais ..	15 3 0	12 2 6	11 2 9	8 1 6	3 4 0	9 3 5	4 0 8	2 10 4	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Damanhour ..	9 1 9	7 1 6	6 1 1	4 6 1	3 4 0	9 3 5	4 0 8	2 10 4	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Cairo to Tautah ..	12 2 6	10 12 2	2 9 1	10 8 1	9 6 1	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Kafer Zayat ..	15 3 0	12 2 6	11 2 4	10 2 0	8 1 6	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Alexandria ..	30 6 0	25 5 0	22 4 6	20 4 0	16 3 3	12 2 3	8 1 6	5 1 0	20 4 0	10 2 0	20 4 0	23 4 9	1-16
" " Kafer Zayat to Cairo ..	15 3 0	12 2 6	11 2 4	10 2 0	8 1 6	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Tautah ..	22 0 6	2 0 5	12 0 4	10 2 0	8 1 6	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Kafer-el-ais to Alexandria ..	15 3 0	12 2 6	11 2 4	10 2 0	8 1 6	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Tautah to Kafer Zayat ..	22 0 6	2 0 5	12 0 4	10 2 0	8 1 6	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Cairo ..	12 2 6	10 12 2	2 9 1	10 8 1	9 6 1	3 5 1	1 2 4	4 0 8	2 10 4	10 2 0	20 4 0	23 4 9	1-16
" " Alexandria ..	17 11 6	14 12 2	9 12 2	6 11 2	3 9 1	10 6 1	3 4 0	9 4 3	3 0 9	11 2 3	20 4 0	23 4 9	1-16
" " Damanhour to Alexandria ..	9 1 9	7 1 6	6 1 1	4 6 1	3 4 0	9 3 5	4 0 8	2 10 4	2 10 4	10 2 0	20 4 0	23 4 9	1-16

Such articles as patterns, samples, &c., the weight of which shall not exceed 25 Rotolis, will be conveyed by Express Trains between Alexandria and Cairo, and *vice versa*, at the following rates, viz.:

For a packet not exceeding	15 Rotolis, 10 Piastres or 2a.
" "	15 to 20 " 20 Piastres or 3s. to 4s.
" "	20 to 25 " 20 Piastres or 4s.

And for any distance not exceeding 65 miles, half of the whole Line, they will be conveyed at half those rates.

When the Steam Boat on the Nile at Kafer Zayat does not run, merchandise will be received by the railway administration for every station on the entire Line.

# INDIAN AND EGYPTIAN POST OFFICE REGULATIONS

FOR THE TRANSMISSION OF LETTERS AND NEWSPAPERS TO EUROPE, ETC.

Names of Post Offices.	Dates and Days when the Mails are made up	By what Route Letters can be sent.	Postage, optional or otherwise.	Weights allowed to pass by each country, and the postageif prepaid for the single route.		Newspapers Paras.	Date when Mail is due in London of each month.	Date when arrival is Telegraphed in London via Marseilles each month.
				Under	plus-par.			
Alexandria and Egypt .....	{ 6th, 11th, 21st, } of each 27th ... month.	Via Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	7 29 9 10 4d. 13	1d. 10 4d. 13	10 4, 14, 18, 29	About the 2, 11, 17, 26
Aden .....	{ 2nd, 10th, 18th, } 28th ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	r. a. 8 0 8 ... ..	1d. ... 4d. ...	" "	" "
Bombay .....	{ 9th and 24th } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 8 ... ..	1d. ... 4d. ...	" "	" "
Ceylon .....	{ 3rd, 17th, and } 31st ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 8 ... ..	1d. ... 4d. ...	" "	" "
Calcutta .....	{ 10th and 24th } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 8 ... ..	1d. ... 4d. ...	" "	" "
Hong Kong .....	{ 1st and 15th } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 6 0 11 4d. 3	1d. ... 4d. ...	" "	" "
Madras .....	{ 13th and 27th } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 8 ... ..	1d. ... 4d. ...	" "	" "
Malta .....	{ 2nd, 9th, 17th, } 30th ... "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	s. d. 0 6 0 10 4d. 3	1d. ... 4d. ...	" "	" "
Manilla .....	{ 9th and 25th } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 6 0 11 4d. ...	1d. ... 4d. ...	" "	" "
Marseilles and France .....	Daily.	" "	" "	$\frac{1}{2}$ oz.	0 4 ... ..	1d. ... 4d. ...	Daily.	" "
Mauritius .....	{ 26th ... } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 6 0 11 4d. 3	1d. ... 4d. ...	14, 18, 29	" "
Shanghai .....	{ 7th and 22nd } ... .. "	" Southampton " Marseilles	Optional Prepaid	$\frac{1}{2}$ oz.	0 6 0 11 4d. 3	1d. ... 4d. ...	" "	" "

Parties forwarding Letters through any of these Foreign Post Offices should be particularly careful in sending their "Letter Books" to each office, so as to have the Post Office receipt or stamp affixed thereto, whether the letters are prepaid or unpaid, as Foreign domestics are not to be depended upon to post Letters or Books. The Post Office authorities always sign for the receipt of Letters, and require signatures for the delivery of European Letters in return. Letters can now be registered to and from England and Egypt, extra fee 6d each.

The traveller should now refer to "Bartlett's Nile Book" (in which he will find beautiful and accurate views of the country, and much valuable information) as he passes along, and which he should peruse on his voyage from Malta to Alexandria. Sovereigns worth 97 piastres, (40 paras = 1 piastre). Never call for Sherry at Egyptian hotels, ask for *Marsala*, which is the same, and only charged 4s., whereas the former costs 6s. per bottle, and is neither more nor less than Marsala wine.

Have your flask filled with brandy for rail and desert travelling, as cramps often attack the stomach in the desert, it being piercing cold at night and sultry by day. The veil must be taken in the pocket, to be worn in crossing from Cairo to Suez. The tariff of charges at hotels, railway stations, desert, and Nile boat, are the same as at Alexandria.

Thence, leaving by the Egyptian Railway, the traveller passes through a country the whole scenery of which is flat and uninteresting. A few villages with dwarf palm trees, mosques, and clusters of most wretched looking mud hovels, occasionally break the dull uniformity and monotony of the prospect, which is now and then enlivened by the glimpse of a few sailing boats passing up and down the Nile, with whole families seated in them, the women wearing the yasmuthar (white mask), hordes of buffaloes and camels wandering along the banks, an occasional stray traveller on a camel, and the incessant creaking noise of the sakias, or water mills, as they draw up the sweet waters of the Nile to irrigate the land. The pyramids are seen looming in the distance, and after having successively passed the Kafer Dawar, Damanhour, Kafer Zayat, Tintah, Birket-es-Sab stations, the aqueduct is passed, then the spot at Benha where Mr. Stephenson has constructed the ten-arch tubular bridge over the Nile, 870 feet in length. Unlike the Britannia tubular bridge the railway passes over the top—a path being left at the side of the lines for foot passengers; and as the Nile, during its annual flood, rises within about eight feet of this bridge, its middle part, 150 feet in length, is made to turn upon the centre pillars, so as to stand lengthways down the river when required, leaving an open passage, also the beautiful iron viaducts at Birket-es-Sab and Kafr-Assayat.

Now he will have an opportunity of observing the peculiar manner in which the Mahomedans perform their worship, as the pilots and boatmen ascend the paddle boxes, and with their faces turned to-

wards the Holy City (Mecca) two or three times during the voyage, and repeat their orisons. His time will pass pleasantly enough by perusing "Bartlett's Nile Book," taking sketches of individuals and places, and studying the various characters on board; and a reference to "An Howadji's Visit to Egypt" may not be altogether uninteresting while journeying close to the far-famed Nile.

Thence pass Calloub Station and proceed through

## EGYPT.

This country (called by the ancients *Ægyptus*, and in Scripture *Misraim*) comprises all the land in the north-east extremity of Africa. It lies between 31 deg., 36 deg. and 24 deg., 31 deg. north latitude, and 25 and 37 east longitude; is about 60,000 square miles in extent, has a population of 2,500,000, is 500 miles long and 400 broad, but at a distance of 150 miles from the sea, it diminishes so much as scarcely to measure 21 or 24 miles between the mountains on the east and west, and is subdivided into Lower Egypt, called by the natives *Bahrîch* (from Arabic "*Bahr*," water and sea) a maritime province, capital *Cairo* (or the Victorious). Middle Egypt, called by the natives *Vostani*, capital *Beni-souef*. Upper Egypt, called by the natives *Said*, capital *Assouan* (*Syene*).

The country of Egypt undergoes periodical changes. In the summer, it seems to carry life into the land, the verdure being most beautiful, the air impregnated with perfumes, and the landscape animated by numerous flocks. In the winter the soil is brown and miry, the land laid under water, spaces appear unoccupied and uncultivated; the plains then look naked, with the exception of the numerous date trees, when a scorching sun, cloudless sky, and frequent winds prevail. The entire country consists of a long valley, through which the Nile flows, bounded on each side by mountains and barren deserts, and gradually widening as it nears the sea. The mouths of that sweet river (so called from the soft, sweet flavour of its water) give the form of the Greek letter Δ to the lower portion of the country, from whence it is termed the *Delta*, which comprises an area of about 12,000 square miles, studded over with towns and villages. Its soil is exceedingly fertile. The climate is extremely hot during the inundation, and the nights cool, with heavy dews (rain scarcely ever falling in this country). Ophthalmia is very prevalent, causing blindness, and during the warm season the plague sometimes rages with great virulence.

The artificial hatching of eggs in ovens is peculiar to this country, as also is the carrying of beehives in the boats plying along the Nile, the bees from which seek the flowers on the banks by day and return to their hives at night. The bulk of the population are Arabs, and the Fellahs, or peasantry, are in a most degraded and wretched state. The complexion of the Egyptians is of a dusky brown. They are indolent, timid, and the lower classes very dirty. The Copts (who are descended from the first Egyptians that became Christians) are an ingenious and business like people. Their manufactures and productions are cotton, ivory, ostrich feathers, spices, gums, rice, wheat, barley, doura, tobacco, flax, indigo, sugar cane, oranges, dates, lemons, figs, almonds, plantains, sail cloth, glass blowing, paper, iron foundry, gun making, tanning, gunpowder, &c. Its antiquities are the Pyramids, Catacombs, Sphinxes, the ruins of Edfou, Thebes, Karnak, Memphis, &c. Cataracts of the Nile, Obelisks, Lakes, &c. Their religion is Mahometan, but the Copts and Franks are Christians. This country appears to have been founded in 2,188 B.C. by Menes (called in Scripture Misraim), the second son of Ham, but Champollion Fegeac fixes this event in 2782 B.C., and according to Mane (the high priest of Heliopolis) there were sixteen dynasties from that monarch, ending with Timaus, until the conquest of this country by the Hiksyois (Shepherd Kings) in 2084 B.C., who, after tyrannising two-hundred and sixty years over the inhabitants, were expelled by Thothmosis, king of Upper Egypt, in 1825 B.C. who was succeeded by Amenoph I., governed with moderation, and had many of the monuments erected which still remain on the banks of the Nile (those of Seumeh and Amada in Nubia, some at Karnak and Medinet Habou, the two obelisks at Alexandria, and the lake of Fayoum or Nueris). He was succeeded by Amenoph II., whose son Amenoph III. built the palace of Luxor, and made additions to that of Karnak; the statues at Kouroua are supposed to represent him. In 1722 B.C. Sesostris or Rameses succeeded to the throne. In 1706 B.C. Joseph became prime minister of one of the princes of the eighteenth dynasty. All the kings of this nation were called Pharaoh, which signifies "sovereign," and the Israelites settled themselves in the land of Goshen. In 1635 B.C., Joseph died here. In 1571 B.C. Moses was born in this land, and in 1491 B.C. the Exodus of the Israelites

took place from this country. In 1327 B.C., Meris, the wisest and best of the Egyptian monarchs, flourished. In 1306 B.C. Rameses (the Sesostris the Great of the Greeks) succeeded to the throne. He divided the country into provinces, built the first fleet for war, penetrated as far as the Ganges in India, formed canals, had a survey taken of the country, levied a land tax, enlarged the temple of Thebes, and raised Egypt to the highest pitch of power and splendour. In 2623 A.M., Cetes (called by the Greeks Proteus) reigned, at which period the Trojan war took place. In 1082 B.C., Cheops or Cheunnis ruled, during whose reign the first pyramid was built. In 719 B.C. in the reign of Pharaoh, Bocharis, the Ethiopian Sabaco (Shabac), conquered the kingdom. In 675 B.C. Sethos (high priest of Phtha) seated himself on the throne. After that an oligarchy was established, but one of the members of it (Psammeticus of Sala) being expelled, returned with Greek and Carian mercenaries, and in 650 B.C. took upon himself the kingdom. From this period Egyptian history becomes authentic. This king died in 617 B.C., and was succeeded by his son Necho, the Pharaoh Necho of Scripture. He built fleets both in the Mediterranean and Red Seas, attempted to unite them by cutting a canal (96 miles long) across the Isthmus of Suez, in which work 120,000 persons perished. At the present time (1868) a similar work has been mooted by the French, but to which the British Government is strongly opposed. His fleet sailed through the straits of Babelmandel, along Africa, doubled the Cape of Good Hope (2,000 years before the Portuguese rediscovery of this route), and returned to Egypt through the straits of Gibraltar. This monarch was deprived of all his conquests by Nebuchadnezzar (son of Naborolasser). In 601 B.C. Psammis succeeded him; he directed an expedition into Ethiopia. In 594 B.C. Apries (Pharaoh Hopra of Scripture) succeeded him, but was put to death by Nebuchadnezzar in 570, and was succeeded by Amasis, who married a Greek woman, and allowed the Greeks to establish a trading factory at Naucratis. Pythagoras, Solon, and Thales visited this country at this period, which had reached a pitch of great prosperity. In 525 B.C. Psammenitus succeeded him. This king was put to death by Cambyzes, king of Persia, who conquered the kingdom, and ruled over the Egyptians with great severity. The country was then governed by Persian Satraps or Governors. In 422 B.C. the Egyptians revolted, but were sup-

pressed by Xerxes, at whose demise they again revolted and elected Iausiris their king, who surrendered to Megabysus (the Persian Satrap), and was treacherously crucified by order of Artaxerxes I. In 410 B.C. Amyrtæus of Sais drove the Persians from the land, which retained its independence until subjugated in 350 B.C. by Darius Ochus (thus fulfilling the prophecy of Ezekiel, for this country had since that time been under the dominion of foreigners). It was afterwards subdued by Alexander the Great in 332 B.C., who after his journey across the desert ordered the city of Alexandria to be built. Ptolemy (surnamed Soter) took possession of the throne, founded the museum, library, and academy at Alexandria, in 284 B.C., at which Euclid and Apollonius were professors, and exerted himself to encourage learning, &c. In 284 B.C. Ptolemy II. (surnamed Philadelphus) succeeded him, during whose reign the Septuagint translation of the Bible into Greek was accomplished; then the court was thrown open to effeminate luxury, but arts, sciences, and trade were promoted. He was succeeded by Ptolemy III. (surnamed Evergetes), in 246 B.C. In 221 B.C. Ptolemy IV. (surnamed Philopator) came to the throne. He was a tyrant and a debauchee, during whose reign the kingdom declined. He was succeeded by Ptolemy V. (Epiphanes) in 204 B.C., after whom Ptolemy VI. (Philometer) reigned in 181 B.C. He was succeeded in 145 B.C. by Ptolemy the VII. (Physcon), to whom in 116 B.C. succeeded Ptolemy VIII. (surnamed Lathurus). In 80 B.C. Ptolemy IX. (Alexander) mounted the throne, and in 65 B.C. Ptolemy X. (Auletes) succeeded to the crown. He nominated as his successors his two elder children (Ptolemy Dunsynus, 13 years old, and Cleopatra, 17 years old), the Romans being left the superintendence and guardianship of his younger children. Cleopatra set aside her brother's claims, and in 51 B.C. ascended the throne. At her death in 30 B.C. this kingdom became a Roman province, and so continued until A.D. 636, when the second Caliph of the Saracens (Omar) expelled the Romans from it. He was succeeded in A.D. 655 by Moawiah, and in 1035 it was governed by Noureddin. In 1192 Saladin (so formidable to the Crusaders) took possession of it. He instituted the military corps of Mamelukes, who in 1242 raised one of their own officers to the throne, and the country was governed by princes chosen from that body until 1570, when it yielded to the victorious arms of Selim (Emperor of the

Turks), after which it continued to be ruled over by Beys appointed by the Sublime Porte. These viceroys distracted the entire country with civil wars, and in 1786 Hassan Ali, the celebrated Turkish admiral, gained several victories over them, but did not subdue them. In 1798 Bonaparte invaded it and defeated the Beys; but in 1807 a British force drove the French from it. The Turkish Pacha, the cruel but talented Mehemet Ali, finding the power of the Mamelukes broken by their conflicts with the French, invited them to his palace, under the pretext of an entertainment, and then had them treacherously slaughtered. This raised him to absolute power. In 1820 and 1821 he sent his son Ibrahim Pacha with an army along the Nile, southward, conquered all the tribes as far as the borders of Abyssinia, overran Syria, parts of Asia Minor, and Arabia, but in 1827 his fleet was destroyed by the united forces of England, France, &c. at Navarino. In 1832 he declared war against Turkey, but through the intervention of British and French troops was compelled to evacuate Syria, &c.; a peace was concluded in 1833, and he was confirmed in the hereditary possession of this country, by paying merely a tribute to the Porte. He advanced the Egyptians in commercial, agricultural, and manufacturing knowledge, effected most important and valuable changes in all the departments of the state, and had the Mahmoodie canal constructed. In 1848, on account of his advanced age, his son Ibrahim Pacha took the reins of government, and followed up his father's policy. He was succeeded by Abbas Pacha (the son of Toussouf Bey, the eldest son of Mehemet Ali, who died in 1818), at whose death Said Pacha the present ruler ascended the throne. Thus Egyptian history may be divided into six epochs, viz : 1st. From the foundation of the empire to its conquest by Cambyse. 2nd. From that period to the death of Alexander. 3rd. From the reigns of the Ptolemies to the death of Cleopatra. 4th. From the government of the Romans until their expulsion by the Saracens. 5th. From the rule of the Saracens to their expulsion by the Turks. 6th. From the vice-royalty of Mehemet Ali to the present time.

#### References.

Strabo, Herodotus, Diodorus, Juvenal, Polybius, Pliny, Justin, Holy Bible, Brookes, Turner, Tytler, Alison, Heeren, Ewing, Thomson, Cornwall, Bartlett, Stocqueler, Malte Brun, Champollion Fegeac, Manetho, Dr. Buist, Professor Eastwick, &c.



Travellers both to and from India are most strongly advised, if time and money are at their command, not to hurry through Egypt, as a fortnight or even a month may be most pleasantly and profitably passed in visiting its various lions, but those who intend remaining in Upper Egypt for a short period must then commence

## THE ROUTE ON THE NILE.

**THE TABLE SUPPLIES ON BOARD THE NILE STEAMERS:**—On board the steamers, passengers are supplied with the following meals, according to the time of departure, viz:—breakfast, at 9 a.m., consisting of tea, coffee and milk, ham, tongue, outlets, eggs, omelet, &c., &c.; lunch, at 1 p.m., consisting of English cheese, butter, biscuits, and fruit in season; dinner, at 4 p.m., consisting of good hot joints (roasted); boiled ham and tongue, vegetables, tart, cheese, dessert, and coffee after dinner; tea, at 8 p.m., with milk, biscuits, fresh butter, &c.

### EGYPTIAN GOVERNMENT TARIFF OF EXCHANGE.

DESCRIPTION OF COINS.	Egyptian Currency,	
	Piastre.	Para.
English Sovereign .....	97	20½
Crown .....	27	20
Half-Crown .....	11	10
Shilling .....	4	35
Sixpence .....	2	17½
Napoleon .....	77	6
French Dollar (5 Franc piece) ...	19	10
Doubleloon .....	313	30
Spanish Dollar .....	20	28
Imperial Dollar (Maria Theresa) ...	20	—
Mexican do .....	19	—
Austrian Sequin .....	45	46
Venetian do .....	46	17

### TARIFF OF WINES AND LIQUORS DURING THE TRANSIT THROUGH EGYPT.

	On Board the Steamer.		At the Stations.	
	s.	d.	s.	d.
Ale and Porter .....	1	6	1	6
Champagne .....	6	0	7	0
Claret, first quality .....	5	0	6	0
Port Wine .....	5	0	6	0
Sherry* .....	4	6	5	0
Medoc .....	2	0	3	0
Table Wine .....	1	0	1	0
Marsala .....	2	6	3	0
Soda Water .....	1	0	1	0
Cognac .....	4	0	5	0
„ per glass .....	0	6	1	0
Lemonade .....	0	3	0	6
Tea or Coffee, per cup (extra) ...	0	5	0	6

\* The Traveller should never ask for Sherry, as Marsala will be given, and the above wine charged for, which is 1s. 6d. per bottle dearer.

No water, tea, or coffee should be drunk crossing the Desert, as it is all salt; but pale ale *ad libitum*.

Alexandria to Atfeh, 48 miles—by canal steamer; Rahmahieh to Caffer-el-Eish, 7 miles—by steamer; Salamina to Werdan, 54 miles—by steamer; El-Guttah to Benha, 22 miles—by steamer; Burrage to Shoubra, 8 miles—by railway; Boulac to Cairo, 3 miles—by omnibus; Cairo to Rhoda Isle, 2 miles—by boat; Gizeh (Ferry) to Pyramids, 8 miles—by boat and donkey; Benisouef to Fyoun, 45 miles—donkey; by Biahmoo to Birket-el-Keroun, 8 miles—by donkey; Bibbeh to Jebel e Tayer, 65 miles—by kangia boat; Minieh to Beyadieh, 33 miles—by kangia boat; Sheikh Abadeh to Jebel Abulfeda, 38 miles—by kangia boat; Manfaloot to Siout, 13 miles—by kangia boat; Girgeh to Kasr e Sayd, 63 miles—by kangia boat; Dendera to the Ferry, 4 miles—by kangia boat; Ferry to Keneh, 2 miles—by donkey; Keneh to Thebes, 30 miles—by boat and donkey; Karnak to Luxor, 4 miles—by donkey; Luxor to Gornou Tomba, 2 miles—by donkey; Hermonthis to Esneh, 15 miles—by kangia; El Kab to Edfou, 18 miles—kangia; Hagar Silsilis to Redesieh, 15 miles—by kangia; Jebel Silsilieh to Koomombro, 15 miles—by kangia; Isle of Elephantina to Cataract, 3 miles—by kangia; first Cataract to Assouan, 8 miles—kangia; Philo Isle to Bigge Isle, 2 miles—by boat; El Kalabshen to Wadee Halfeh, 12 miles—by kangia; second Cataract to Abusimbah, 10 miles—by kangia.

## PLACES ON THE BANKS OF THE NILE.

### ON THE EASTERN BANK.

Mehallet, Shoubra, Boulac, Cairo, Isle of Rhoda, Toura, Mitrahenny, Sharouna, Nezet e Sheikh Hassan, Souadi, Beni Hassan, Beyadieh, Sheikh Abadeh (ancient Antinopolis), El Kossayr, Jebel Abulfeda, Maabdeh, Gowel Kebir, Sheikh Hereedi, Ekhnaim, Kasr e Seyd, Keneh, Koft, Koos, Karnak, Luxor, Gornou, Tomba of El Kab, Redesieh, Jebel Silsilieh, Koomombro, Assouan (ancient Syene), Isle of Sehayl, Isle of Bigge.

### ON THE WESTERN BANK.

Rosetta, Atfeh, Rahmonieh, Caffer-el-Eish, Salamin, Werdan, El Guttah, Benha, Burrage, The Ferry (Gizeh), Pyramids, Abousa, Sakkara, Pyramid of Howara, Benisouef, Fyoun, Biahmoo, Birket-el-

Keroun, Bibbeh, Feshn, Melatieh, Abu Girgeh, Jebel fowl, the light boats, with their motley, gay-coloured

The gliding along of which consist of a slight p on those utensils) well are. Native crafts in the is, camels, buffaloes, the rating water-wheels, the is, the beating of the dur- and all this, seen under a tends much to alleviate p. The sudden gusts or early half submerge the ard side, are very alarm- hey are not preceded by e direction of the desert en traversing that arid river. Great caution is ppen to have embarked ngla," and care should hich the huge sails are e always kept loose, in , so that he can "let it becomes in the slightest e wanderer pursues his out 1,500 or 2,000 miles ource rapids, (sloping : celebrated for their ding on them, and is lar phenomenon, the banks, caused by the 1 to fall in March, be- not affect the stream en it rises daily four ptember, when it de- te for a similar period. ffect of the inundation not fail to observe, are lude the possibility of pt in cases where the . These overflowsings yet notwithstanding it e barley never exceed t producing 15 stems, , averaging about 10 ed out is *poor, husky*, rs subside the land is posed of *argillaceous* , which manures the

("Papyrus") the distant green valley, yellow desert, sandy shoals, pelicans, flights of pigeons and wild ground, and is formed by the Egyptians into bricks and pottery ware. We now pass near the sites of

Travellers both to and from India are most strongly advised, if time and money are at their command, not to hurry might or even a month in profitably passed in visit those who intend remain short period must then ce

No water, tea, or coffee should be drunk crossing the Desert, as it is all salt, but water

## THE ROUTE C

**THE TABLE SUPPLIES**  
**STEAMERS** :—On board t are supplied with the folle the time of departure, vi consisting of tea, coffee; outlets, eggs, omelet, &c consisting of English chee fruit in season; dinner, good hot joints (roasted); vegetables, tarts, cheese, dinner; tea, at 8 p.m., w butter, &c.

### EGYPTIAN GOVERNMENT

#### DESCRIPTION OF COINS.

English Sovereign .....
Crown .....
Half-Crown.....
Shilling.....
Sixpence .....
Napoleon.....
French Dollar (5 Franc pi
Doubloon.....
Spanish Dollar .....
Imperial Dollar (Maria Te
Mexican do.....
Austrian Sequin .....
Venetian do .....

#### TARIFF OF WINES AND TRANSIT THROU

Ale and Porter .....
Champagne .....
Claret, first quality .....
Port Wine .....
Sherry* .....
Medoc .....
Table Wine.....
Marsala .....
Soda Water .....
Cognac .....
" per glass
Lemonade .....
Tea or Coffee,

\* The Tourist sh be given, and th per bottle dearer.

Marsala with (Gizeh), Pyramids, Aboussa, Sakkara, Pyramid of Howara, Benisouef, Fyoun, Biahmoo, Birket-el-

Keroun, Bibbeh, Feshn, Melatieh, Abu Girgeh, Jebel e Tayr, Semalad, Minieh, Eshmumen, Melavi, Mansaloot, Siout, Abontijl, Gowel Garbieh, Tahtah, Itfou, Souihaj, Girgeh, El Kirbeh, Samboud, Farshit, Haoul, Dendera, Ballas, Nejudah, Thebes, Erment E'Dayr, Hermonthia, Esmeh, Hagar Silalls, Elephantine Island, First Cataract, Philo Island, El Kalabshen, Wades Halfeh, Second Cataract, Abusimbal.

## DESCRIPTION OF THE ROUTE UP THE NILE.

In drawing up this route the works of Bartlett, Sir G. Wilkinson, Lane, &c., have been consulted.

**HINTS.**—The traveller leaves Alexandria in a comfortable barge, towed by a small steamer, on that monument of despotism and cruel indifference to the sufferings of the degraded Egyptians,

### THE MAHMOODIE CANAL,

Which was cut in 1819, by order of Mehemet Ali, at a loss of upwards of 35,000 men during the seven months in which it was finished by 150,000 people. It is 70 miles in length, 90 feet wide, 18 feet deep, and with only one lock. Its banks are for a long distance picturesquely ornamented with shrubberies and beautiful flower gardens; they then become uniformly dull, and only enlivened by a distant view of the ancient Canopus, now called Aboukir Bay, the battle-field of the gallant Abercrombie, the continual passing up and down of boats laden with rice, cotton, corn, &c., and the slow moving Djerm, as far as a populous village called

### ATFEH,

Where the canal joins the River Nile.

The traveller now changes into a tolerably comfortable steamer; but great precautions are necessary not to expose himself to the scorching rays of the sun without being protected with an umbrella, which he should (previous to his departure from England), have covered with white calico. He will constantly be assailed with the worst of the Egyptian plagues, lies, for which there is no remedy, unless, indeed, the traveller be a confirmed smoker—then he will escape much of the annoyances incident from their incursions. The scenery on the Lower Nile is monotonous but interesting. Villages, constructed of mud huts, picturesquely shrouded in palm trees, line the banks, white minarets, crowds of Fellahs, "peasants" the distant green valley, yellow desert, sandy shoals, pelicans, flights of pigeons and wild

fowl, the light boats, with their motley, gay-coloured groups, rafts of living beings. The gliding along of the *earthen pot* rafts (which consist of a slight stick frame-work buoyed up on those utensils) well laden with coarse earthenware. Native camps in the shady groves, groups of asses, camels, buffaloes, the everlasting *sakias*, or irrigating water-wheels, the eternal babbling of the Fellahs, the beating of the *dur-bukks*, or Egyptian drum; and all this, seen under a most brilliant and clear sky, tends much to alleviate the dullness of a noon-day trip. The sudden gusts or squalls on the Nile, which nearly half submerge the boat in the river on the leeward side, are very alarming to travellers at first, as they are not preceded by any flying clouds; but in the direction of the desert columns of sand may be seen traversing that arid space, and approaching the river. Great caution is imperative, if the traveller happens to have embarked in "a light and graceful kangia," and care should be taken that the rope by which the huge sails are fastened to the side should be always kept loose, in one of the boatmen's hands, so that he can "*let it go*" immediately the squall becomes in the slightest degree boisterous. Thus the wanderer pursues his way up the river (which is about 1,500 or 2,000 miles long), and forms in its course rapids, (sloping cataracts), encloses islands celebrated for their beauty and the ruins standing on them, and is remarkable for that singular phenomenon, the annual overflowing of its banks, caused by the periodical rains, which begin to fall in March, between the tropics, but do not affect the stream until the end of June, when it rises daily four inches until the close of September, when it declines at nearly the same rate for a similar period. In order to counteract the effect of the inundation the towns, the traveller will not fail to observe, are built upon sites which preclude the possibility of their being swept away, except in cases where the rise is *unprecedentedly* great. These overflows produce immense fertility, yet notwithstanding it is a fact that the *stalks* of the barley never exceed 20 inches in length, each root producing 15 stems, six rows of grain in each, averaging about 10 grains each, and when rubbed out is *poor, husky*, and *thin*, for when the waters subside the land is covered with a thick mud composed of *argillaceous earth* and *carbonate of lime*, which manures the ground, and is formed by the Egyptians into bricks and pottery ware. We now pass near the sites of

the ancient and important settlements of the Greek traders, Anchrals and Sais, in whose hands the greater part of the Egyptian trade in the Mediterranean was concentrated. The wretched mud-hutted villages all along the banks of this river produce a sad sameness. The stream flows down with great rapidity, and at the angles of its banks great exertion is necessary to tow the light kangias against it; as when a north wind blows a tremendous swell gets up. The greatest beauty in the Egyptian landscape is the magnificent palm groves. The peculiar and efficient manner in which the soil is irrigated is worthy of the traveller's notice. The Egyptian "sinks a pit in a bank, into which the water flows; it is then raised for this purpose to the surface, by means of a broad wheel, turned by a buffalo. All around this wheel is a band with numerous earthen jars attached to it, which dip into and bring up the water, as it is turned round, and emptying their contents into a channel which runs into trenches through the soil," renders the

### VALLEY OF THE NILE

(which must be considered as a vast alluvial plain formed of the mud and sand washed down from Central Africa), a rich carpet of verdure throughout the entire year, except in the time of the

### INUNDATION,

Which commences about the end of June, and reaches its full height at the close of September, when its waters are retained in numerous canals. The water of this river is muddy, its appearance disagreeable, taste insipid, but warm; and although, at first, the traveller experiences a distaste for the far-famed "Sweet Waters of the Nile," still, in a short time he will consider it a most delicious beverage, and when imbibing it out of the porous clay jars called Gollehs (the best of which are obtained from Keneh, in Upper Egypt), care must be taken that he does not outstep the bounds of prudence, and drink too much, which is highly injurious to health. The traveller, as soon as he passes the

### DELTA,

At which point the branch of the river, united to that of Rosetta, glides along the spot where the

### BURRAGE

(As the place for damming up the waters of the river is termed) is situated, and at which place the present Pacha of Egypt is now erecting a town called

### THE CITADEL OF SAID,

And also a railway to connect the "burrage" with

the main line, a distance of about six miles, and here it is that the traveller first catches a glimpse of the mighty Pyramids, 40 miles below Cairo and 50 from this spot. They appear far across the Desert in the west horizon, and seem quite as large as when viewed from Cairo. Here masses of desert sand are seen in the river which, if looked at through a magnifier, appears like disintegrated granite; it is of a yellowish smoke colour, and of a pointed angular cubical form. Now the banks become studded with groups of trees, amongst which is seen the golden flowers of the *acacia fistula*, which closely resembles those of the *laburnum*, only that they are six times larger; thence passing on to Shoubra, by the beautiful garden Island of Rhoda, most picturesquely ornamented with groups of the Egyptian weeping willow, a superb tree, there is a good view of the Pacha's Villa, which is united to the capital by a beautiful dense avenue of trees, and soon reaches the lively port of

### BOULAC,

120 miles from the port of Aftels. The landing place here consists of a long flight of stone steps without any rails, and is exceedingly dangerous, owing to its slippery and slimy state; indeed, many have been the fatal accidents that have occurred to Indian travellers, in consequence of the neglect to provide railings, and sufficient light at night to enable them distinctly to discern the stone steps, which are at times completely covered with slimy green moss, or weed; and it is much to be regretted that the attention of his Highness the Pacha has not been directed to this serious inconvenience. If the traveller intend sojourning in Egypt to visit all its lions, he must, on his arrival at this port, see that his baggage is safely landed, and placed upon a camel, after which he should mount a donkey, and proceed to pay a visit to Hassaneen Effendi, the head of the dockyard, who was educated in England, and who will procure him a boat for the river voyage; then pass through the beautiful suburbs, and enter by the large irregular Esbequech Square the capital,

### CAIRO.

**NATIVE NAMES.**—Musr El Mahrooseh, El Kahrabah (Italianised to Cairo), "the Victorious," and Unim-ed-Dunya, "Mother of the World."

Area, 3 square miles; length, 3 miles; breadth, 1½ mile. **HOURLS.**—See page 116,

**RAILWAYS.**—To Alexandria and Suez, several trains daily, see page 90. Electric Telegraph to Alexandria and Suez; see page 88.

**CONSULS.**—British Agent and Consul General for Egypt, R. G. Colquhoun, Esq.; French, M. Subatier.

Peninsular and Oriental Co.'s special Agent, F. Whiteley, Esq., who should be consulted in cases of emergency.

**BANKERS.**—Briggs and Co., and Bank of Egypt.

**CONVEYANCES.**—Donkeys, with boys, 1s. per hour.

**CARRIAGES.**—20s. or 98 piastres per diem.

Walker's Italian Warehouse, in the Esbequach Square, where every description of European or Eastern condiment can be obtained, and all supplies procured for the Nile journey quite as good, and almost as reasonable as in England.

**STREETS** extremely narrow (5 to 6 feet wide and upwards), so built to exclude the rays of the sun, except the square (Ezbekeeyeh), which is large and open, half-a-mile long and one-third broad, having on the south two modern palaces with gardens; on the west a plain wall and another palace, on the site of the palace of the famous Memlook Bey (El-Elfee), in which Bonaparte and Kleber resided. In the adjacent garden the latter was assassinated. They are divided into five divisions, viz., Shâre (great thoroughfare); Hurah (district); Darb (by-streets, six to eight feet wide, with a large wooden door, closed at night, at each extremity); Sooks (very short, with the markets therein); Khans (encircled with shops); with a series of lanes, having four entrances, and studded with Turkish shops of ready-made clothes, arms, prayer carpets, pipes, shawls, drapery, and mercery. Here public auctions are held on Mondays and Thursdays, and the traveller will be highly amused at the variety of costumes which present themselves to his view—the lower male orders being attired in blue cotton or indigo-dyed linen shirts worn over embroidered vests of silk and cloth—the ladies completely enveloped in a long silk gown ("tob"), with a face veil ("burko"), which completely conceals the countenance, the eyes alone being visible, with yellow slippers. The unmarried always wear a white silk covering, which gives them the appearance of walking spectres; and both, when riding, are muffled up in the large black silk surplice-looking gown ("habarah"). The inferior females wear the same robes, but made of cotton, and have their

black or white face-veils adorned with gold coins or beads.

**QUARTERS.**—Harat-el-Yahood, situated in the west part of the old city. It is large, close, dirty, so narrow that two persons can barely pass each other, with filth piled up a foot above the thresholds of the doors, and occupied by the Jews. The streets are generally densely thronged with people, nimble donkeys trotting along rapidly with tinkling bells, lines of camels with vast burdens on their sides, whilst amidst all this noise, hum, and confusion, shopkeepers, habited in rich costumes, sit at their warehouses enjoying the fragrance of their well-filled Hookas with most exquisite pleasure, and totally indifferent to the noise and bustle around them. The two Greek quarters—the Copts, Harat-el-Ifrang, Ezbekeeyeh, and that locale situated between it and canal are all occupied by the Franks, and contain the Mooskee market, Shepherd's hotel, Walker's European store, and several shops.

Houses in the square, suburbs, and principal thoroughfares, are large, lofty, and airy, but in the other streets, almost touch each other, with the interiors completely ornamented with cobwebs of black, thick-legged spiders of enormous size.

**GARDENS**, both public and private, are covered with palm, acacia, banana, orange, lemon, and pomegranate trees, with trained vines, the entire foliage of which is so densely clothed with dust that their variegated shades of colour are totally undiscernable. They are arranged with long parallel walks, having gutters on each side, and sub-divided into small square beds about two yards wide, banked up with ridges of mould half-a-foot high, but are well watered by means of a wheel worked by a buffalo, which thoroughly saturates bed after bed.

**ROADS.**—The south leads to the Ezbekeeyeh and Frank quarters, and the north to the gate Bab-el-Hadeed, situated at the north-west angle of the city, leading to Shoubra. It is straight, and well shaded with fine avenues of acacia, mulberry, and sycamore trees.

**BOUNDARIES.**—East, by a part of the third wall, erected by Saladin; north, by a well-built lofty wall; west and south, by irregularly built walls; north, east, and south, by mounds of rubbish, which cover the site of El Fasta, and on which the French erected forts.

**GATES.**—Bab-en-Nasr (the Gate of Victory), with its two square towers; Bab-el-Futeok Gate of

**Conquest**, with two round towers; Bab Zuweyleh (Zaweelah), situated in the centre of the city, marks the south limit of the old city, has two massive, round fronted towers, with lofty and elegant mud'neh. Here all criminals are executed. Bab-el-Adawee, a solid structure, standing in the centre of the north-west portion. Bab-el-Hadeed. Three of them were erected in 1807, and the others are the remains of those built in the time of the Khaleefehs (caliphs).

**MANUFACTORIES, &c.**—Cotton, paper, candle-sticks, printing, linen, striped silks.

**INSECTS.**—Bugs (swarm in old houses), flies, lice (apt to be found in clean linen from the laundress, which should be examined), lizards, mosquitoes, rats (swarm in the houses and Nile boats), scorpions, 3 inches long; if attacked by them the wound should be scarified, and sal ammoniac applied, which obviates all danger. The traveller should provide himself with Keating's Persian Insect-Destroying Powder.

**FESTIVALS.**—The modern are:—The Ramadan, which begins on the 6th October, and a cannon is discharged from the citadel (which overawes the city) when the fast is finished at night, and on which days the Moslem takes sweet cakes, raisins, cup of coffee or glass of sherbet for his breakfast, and a meal equally as substantial for his dinner, but the everlasting pipe touches not his lips. Mahmal procession, which takes place preparatory to the departure of the great caravan to Mecca with pilgrims. Ahmad-el-Bedawee, in honour of the Moslem Seyyide Saint (descendant of the prophet Mahomet), held annually at Tauta in the Delta; here dancing girls exhibit their agility, and the spectators partake most freely of coffee, and, report even states, drink that prohibited beverage brandy. The ancient were the Bubastis, Busiris, both celebrated in Lower Egypt. Sals, the burning of lamps in honour of Neith (Minerva), and so named on account of the houses in the cities throughout Egypt being illuminated with lamps.

Protestant Church service is performed twice on Sundays at the English Institution belonging to the Missionary Society.

**CLIMATE.**—November—the most beautiful month. December and January—Cold; portable stoves should be provided by intended residents, as neither fire-places nor chimneys are to be found in any of the houses. February and March—most delightful,

and as mild and temperate as an English summer. April—agreeable, but hot winds prevail. May—trying hot winds. June, July, August, and September—the four hottest months. October—fine.

**KAHWEHS (COFFEE SHOPS)** number no less than 1,000. Coffee only supplied. Pipes and tobacco must be taken there by the habitués themselves.

**Hods** (watering places for beasts) are numerous, and consist of a stone trough placed in an arched recess. Public School's held in the rooms above them.

**BATHS** ("HUMMUMS," hence the name of the celebrated 'Hummum's Hotel in Covent Garden) number no less than 60; those with a piece of white cotton hanging over the door are exclusively for females. Entering which, the travellers pass through two passages, into the large chamber of repose, undress, then proceed to the heated chamber, and rest on a raised marble carpet-covered platform. In the centre is a domed cold water fountain; the form of the apartment is that of a cross, with four recesses, each covered with a dome; the pavement of white and black marble, interspersed with finer tiles, and in one recess is a trough into which hot water is constantly flowing from a pipe in the dome above it. The entire atmosphere is that of steam. All the occupants are in a state of nudity, the variety of ages and colour, with the perfect nonchalance of the bathers, present a most curious scene. The mode of bathing is luxurious in the highest degree. On entering the heated chamber the whole body soon perspires most profusely; the flesh is then gently shampooed, the attendant cracks the joints, rubs the skin with rasps, the head and face are then covered with a thick lather of soap, rubbed on leaf ("the fibres of the palm tree,") which operation is thrice repeated, and then follows the general lathering and rubbing, which is a most luxurious enjoyment. The bather is then enveloped in a bathing dress, conducted to the chamber of repose, again rubbed, and soon afterwards dressed.

**RENTING HOUSES.**—Firstly, ascertain that the natives do not consider such haunted, or to have an "efreet" in it, as, if such a one is occupied, no servants will remain in it. Secondly, bargain for the rental, and have a written agreement.

**NATIVE CUISINE.**—As knives and forks are not generally used, the European, when receiving Egyptian society, can easily manage to instruct his "chef-de-cuisine" to have dishes of small cucumbers and vegetables scooped out and stuffed with

spiced minced meat and rice. Minced meat, wrapped in vine leaves, cooked so that each leaf with its contents, can be taken in the fingers. Fried meat, made into cakes and sausages. Above all, neither pork nor ham must be used, as they are a Moslem's abomination. Soups and rice are eaten with spoons. The etiquette of the country requires that the lady of the house should offer morsels of her own selection, with her own fingers, consequently, if her cuisine is thus arranged, no breach, of even European delicacy, takes place when such custom is observed, and, to refuse viands offered in that manner is considered an insult; but as all Egyptians eat much more than the generality of Europeans, when dining "en famille," it is only necessary to state that you have partaken of sufficient, and you find the cheer extremely good."

**THE DINNER TABLE.**—A small carpet is spread on the mat on the floor; a stool, cased with mother-of-pearl, is placed on it, on which is put a round copper tray with a cake of bread for each person. The handmaid (a slave) brings a copper ewer and basin, then pours water on the hands of each person sitting round the tray, having Eastern table napkins spread over their knees, all sitting à la Turque. One handmaid holds a water bottle, another fans a fly whisk. Sweetmeats in dishes are also placed on the tray, and which, curious to relate, the native eats with his meat. The ewer and basin is handed round after dinner for the guests to wash their mouths and hands. The carpet, tray, and stool are removed, and the whole repast is finished in 30 minutes.

**MOST REMARKABLE OBJECTS.**—The Zobalah (whirlwind of sand in the desert), 750 feet high. Surab (mirage, caused by the heated stratum of air upon the glowing surface of the plain). Nilometer of Er Rodah, for measuring the Nile, erected in 864 A.D., on the island near Cairo. Lakes: Birket-el-Fee', Elephant, and two small ones in the vicinity. Mosques: 300, the chief of which are, Hasaneyn, El Zame-el-Azhur, the University (founded in 869 A.D.), Mohammed Bey, El Hakim, Barkokeeyeh, Sultan Kalaoun, Ahrafeeyeh, Ghoreeyeh, El Ghoree, El Mueiyad, Sultan Hassan, Amr Ibu Tooloon, Karesh Shema, &c. Palaces of Kal'at el Kebsh, Seyyedah Zeyned, Seyyedah Sekeeneh, Seyyedah Neefeesh. The convents of Tckeeyehs, Public Fountains, "Sebeels," which are semi-circular in form, with three brass gratings,

having a trough of water, into which the person dips a brass mug which he finds chained to one of the bars. A wide wood coping is erected above the window, and over that are the Public School-rooms. Cemeteries, some within, but the chief without, the city. *The Mint, Joseph's Well*, 260 feet deep, and descended by a winding stone staircase, constructed by the Sultan Saladin, after whom it is named, and not, as some writers have erroneously stated, in memory of the Hebrew Patriarch. Citadel founded in 1176 by Saladin, a neat plain edifice richly, but not tastefully furnished, but extremely well worth inspection. From the Gardens can be seen the spot where Emir Bey leaped his horse over the wall, to avoid being slaughtered, with his brother Mamelukes, in that fearful massacre which took place here on 1st March, 1811, which, reached by a long ride through covered narrow and irregular lanes, during which several handsome Mosques are passed; thence proceed to the bottom of the steep winding ascent, and we soon enter the Gate. The first object that presents itself to our view is a superb unfinished Mosque, commenced in 1840. It consists of an open square, surrounded by a row of 35 columns, with a magnificent fountain in the centre, and on the east a lofty gate leading to the interior. The centre edifice is most elegantly adorned with beautiful, rich, tasteful, and symmetrical decorations, with capital, and top of the basement column adorned with burnished brass. The stone walls are crusted over with white variegated horn coloured marble, brought from *Wadi Moïhat* (70 miles from the Nile,) and which appears to have been conveyed here in large blocks, and then sawn into slices. Around it lies the superb granite columns of JOSEPH'S HALL, which were pulled down in 1827, and close at hand stands the Palace and Harem of the Viceroy or Pacha. Arsenal, Cannon Foundry, Mounts, Sakiyeh, "wells" on the banks of the Nile, Mummy Pits, Pacha's Gardens, Kasr El'Eyne, Educational Institution for Egyptian government officials, established by the late Ibrahim Pacha, Darweesh's Convent, Aqueduct, originally erected by Saladin in 1171, but enlarged in 1518, Hexagonal Building, Island of Er-Rodah, "Island of the Garden,"  $1\frac{1}{2}$  mile long, one-third of a mile broad. Here the river is extremely shallow on its eastern side, and when at its lowest point the bed is nearly dry. It contains pleasure houses, gardens, most exquisitely laid out with



palm, orange, lime, citron, pomegranate, sycamores, and banana trees; the leaves of the latter spread and droop from the stems like those of the palm—fruitful vines. The Henna tree; the perfume of its flowers are most delicious, and the dye of its leaves is used by the Egyptian women as a cosmetic; also a beautiful English garden laid out by Mr. Trail, in the time of Ibrahim Pacha. Powder Magazine. The Bridges erected across the canal are all lined with shops on both sides; boats pass under them, and enter from the Nile in August. Canal, "El Kaleeg," traverses the entire city. Citadel, on the high crags of Mount Mokattam—New Mad House—Sibeels (public fountains)—Bazaars—Wekalehs (khans or large courts opening from the bazaars, for the reception of merchandise, closed at night)—Shopkeepers' Terrace, on the Citadel, commands one of the most magnificent prospects in the world. The capital, with its innumerable domes and minarets, is seen at a glance; to the east is beheld the tombs or mausoleums of the Mameluke Sultans, extending to the desert towards Suez (so called from the mausoleum erected by Artemisia, queen of Caria, to her deceased husband, Mausolus, B.C. 350, esteemed one of the Seven Wonders of the Ancient World, the remains of which were placed in the British Museum in 1858. On the south appears the beautiful verdure of the Delta, and in the distance stands the Obelisk of Heliopolis (the most learned city of Egypt, on which Abraham looked as he entered this wonderful country); the beautiful excavated tombs of Sakkara (5 hours' ride). The scenery to the westward is magnificent in the extreme. There are to be seen the long range of Pyramids, from those of Ghizeh to those of Sakkara and Dashcor. Near the city the minarets of Fostat, or old Cairo. The solid wall of the Roman Fort appears surrounded by buildings and groves. The island of Rhoda can just be distinguished. In the half-ruined quarter of the city, added by the later Arabian dynasties, is a large square court, falling into decay, called the Mosque of Toolom, in which are the oldest pointed arches in the world. The finest specimens of Arabian architecture in mosques, tombs, gates, private houses. Mosque of Omer (old Cairo). The spiral staircase outside the Mosque of Toolom. Square of Roomaylee. Mosque of Sultan Hassan (its superb porch and cornices above it). A Zeffeh, or marriage procession, the traveller is sure to meet. Gateway of the Mosque

of Ashar. The principal college of the East, near the above mosque (all admittance into which is generally prohibited to travellers). The railway bridge across the Damietta branch of the Nile, and the Pacha's handsome palace. The Gates of Cairo, viz.: The Bab Zoosayleh, in the interior of the city; The Bab-e-Nusr (through this gate the great caravans depart for Mecca); The Bab-e-Footoor. The tombs of the Circassian Mamelukes, viz.: the most remote is the Melek Adel; in the centre is that to the Sultan El Ghoree; the largest and most beautiful is that of Ashraf Abou-l-Nusr Kaitbay-e-Taheree, who was buried there in 1496. The mosque attached to it, its lofty minarets, and its dome, is unequalled for its proportions, &c. The mausoleum of El Zaker Berklok. The arrangements of the private houses are worthy of notice. The Burrage, 18 miles below Cairo, on the west branch of the Nile, constructed by Mongel Bey (formerly M. Mongel), but the plan was first entertained by Napoleon the Great.

ATTRACTIONS IN THE VICINITY.—Site of the Egyptian Babylon, which formerly stood on a rocky eminence, south-east of Kasresh-shema Mosque, Heliopolis, 6 miles; direction N.N.E., El Kankeh, 13 miles N.N.E., and two miles beyond, to the north, lies the Lake of the Pilgrims, Obelisks of Feryoor, Abd El Lateef, both erected in the time of Osirtasen I., old ruined causeway, one mile distant, on the road to the Pyramids, constructed by Kara Koosh, and used to transport stones from the Pyramids to Cairo. Showbra (Pacha's kiosk and gardens). Island of Rhoda, in the Nile (Mr. Trail's gardens, formed at the expense of the late Ibrahim Pacha). Region between Rhoda and Cairo (in which is situated the mosque of Omer, the oldest in Cairo, the Kasr-es-Shema, the Coptic Buildings. The superb bathing kiosk of the Viceroy of Egypt, at Kafrellais, the interior designed by His Highness, where the Nile is 60 feet deep at high and 30 feet at low water.

THE PETRIEVED FOREST (10 miles south from Cairo).—Proceed on the back of a donkey along a dry gravel road for several miles across a rocky valley, then turn to the right over a sandy hilly range, and after a quarter of an hour's journey we enter this wonderful wood, which extends on every side as far as the eye can reach. It is completely strewn with trees, which are *silicified, ring like cast iron, strike fire with flint, scratch like glass*, and

appear as if they had fallen down and then been *turned into stone*. How this extraordinary transformation has been effected no human being has yet been able to discover. The sandy plains and hillocks are thickly covered with fragments of fallen trees, which lie so closely together that the nimble and sure-footed Egyptian ass can hardly wend his course amidst them. In some places they are scattered about, *few and far between*. They are all sharp and angular, split into fragments about 4 feet or 6 feet long, slight in circumference, and are occasionally seen lying *end to end* for a space of no less than from 50 to 60 feet. They generally resemble in appearance the *boxwood* of an Irish or Scotch marash. The foliage is of the tint of common ash, the sand light coloured, the nodules of stones are rounded, and sea shells abound. The edges of the forest are studded with the *dry beds* of streams, with limestone cliffs, densely covered with their transparent, flat, bright, and fresh-looking oyster shells. It is, most unquestionably, the *greatest marvel in nature*.

The Jewish Burial Ground, which lies between the crags of Mokattam and the Coptic Buildings, is a dreary place beyond the Arab cemetery, but the view over the Nile, the site of Memphis, the whole of the Pyramids, the quarries of Tinnis, and the valley which leads to the shores of the Red Sea, near Suez, are highly interesting. The plain tomb of Mohamet Ali should be visited; also the

### SITE OF HELIOPOLIS,

Two hours' ride from Cairo, the road to which is through Bad-e-Nusr, and past the tomb of Malek Adil (the brother of Saladin); before reaching the mounds of Heliopolis, there is a well of excellent water; and in the midst of citrons and palms, lies an old hollow sycamore, under which it is stated that the Holy Family reposed on their flight into Egypt; but the balsam tree, which was reported to have been brought by Cleopatra from Jericho, is no longer to be seen here. Just beyond the village of Mataseh, the traveller enters the area of Heliopolis. The elevation is evidently artificial; one solitary obelisk, about 62 feet high, alone remains towering above the grove of date and acacia trees. Twelve miles from Heliopolis is Tel-el-Yehood (Mound of the Jews), which is thought to be the site of the Temple of On, built by Onias, son of the high priest of Jerusalem, who took refuge at Alexandria, and besought Ptolemy to allow him to erect that edifice.

The traveller can, if he wishes, go early in the morning to visit the Pyramids, and return to Cairo at night, or, if he prefer it, he can camp out the first night, and proceed the next day to Sakka (the site of the ancient Memphis), or pass the night at Ghiseh, and view the sun rise from the summit of the great pyramid, a most magnificent sight. As a night shelter can be had in some of the excavated tombs, and milk and other necessaries obtained from the Arabs, it is quite unnecessary to make much preparation; still he will act wisely to provide himself with some cold provender, bread, water, brandy, and candles, and Egyptian candlesticks. In all probability the day selected for this excursion will be one when the air comes in hot gusts, like the blasts of a fiery furnace, nevertheless he must continue his route until he reach

### THE FERRY

Over the Nile at Old Cairo, which spot is certainly one of the noisiest, and yet most enchanting of all Egypt. The pretty houses and thronged cafés of Old Cairo adorn the banks of the river, which flows rapidly down, and is divided into two channels by the Isle of Rhoda, at the very point of which is built the

### NILOMETER,

For ascertaining the accurate rise of that river. On the opposite banks are to be seen rich soil and abundant crops, and at the extremity the sands of the Libyan Desert, on the edge of which are placed the wonderful

### PYRAMIDS,

Which can be easily reached by a carriage from Cairo (10 miles). They appear smooth, and do not increase in bulk until their base is approached, and then their size seem gigantic, their aspect rugged, the outer coating of stones the plaster having been broken away, and their sides look like a series of huge yellowish white limestone blocksteps. Four of them are visible at one glance, and are designated the *Pyramids of Ghiseh*, the plateau, 40 feet above the plain, on which they stand, lies within the desert. As soon as the traveller approaches, a legion of Arabs assail him like flies, proffering their services. To attempt to repulse them is labour in vain; the most effectual means of guarding against their importunities, is for him to take a janissary, well armed, who is perfectly au fait

at the mode of treatment which those plagues require. The first object which strikes the eye is that of the

### SPHYNX,

An enormous head and shoulders, of a gigantic figure, half lion, half man, hewn from the solid rock, with part of the back and the fore legs built up, having between the two paws (50 feet each) an *allar*, on which sacrifices have evidently been offered. It is 60 feet from the head (the circumference of which is 100 feet) to the body, and the recumbent portion 102 feet. It is supposed to be the portrait of Thothmes, who reigned during the bondage of the Israelites in Egypt, and who erected it to prevent the sands encroaching on the banks of the Nile. It rises in awful majesty above a sandy ravine, and just beneath the chest of that colossal statue juts out the winged globe on the tablet which was excavated with the paw, nearly the whole of the figure except the head and a portion of the mutilated neck is covered with drifted sand. The features are considerably defaced, yet, notwithstanding, it conveys an idea of calm repose and serenity. Behind arise the wondrous and everlasting pyramids, which, viewed by moonlight, have a most magnificent appearance; and here it may be as well to premise, that no traveller should ever sleep out in the open air in Egypt in the moonlight, without taking due precaution to protect his sight from that luminary, or he will be attacked with that most painful disease,

### OPHTHALMIA,

And might even lose his sight. It will be essentially prudent to carry with him a pocket medicine chest, with the most efficient remedy for that painful malady (Sulphate of Zinc and Copper, mixed with a little rose water). It must not, however, be supposed that all the blind persons that are encountered in Egypt have been rendered so by this cause alone, for the continual glare of the sun, the fine dust which is whirled all over the land from the desert, the sudden transition from dry air to the moist vapours of the river, and the almost total absence of cleanliness, often produce this sad result. Should he, therefore, determine on a midnight excursion to inspect these wonderful structures, he will have to arrange so as to fix his nocturnal abode in the Tomb, which is scooped out in a rock, on which the largest

pyramid is reared, and, upon looking up at its height, the traveller will, in all probability, consider the *ascent* a matter of considerable difficulty. All such feelings must be entirely banished from his mind, for the agility and boldness with which the Arab guides ascend those innumerable steps of masonry is well calculated to set aside all timidity.

### THE GREAT PYRAMID,

The base of this structure is 746 feet each way; it contains 85 millions of cubic feet, covers 11 acres, has a perpendicular height of 461 feet, and is about 3,000 years old. It has 206 tiers of steps, each from 1 to 4 feet high, to ascend which ladies should be furnished with a *footstool*, which the guides will place for them according to their requirements. Its ascent should be commenced from the north-eastern corner, because the steps are worn into cracks and fissures, and as the guides (*fellahs*) are well acquainted with every step and turn of these stupendous marvels, they seize hold of the wanderer's hands, and haul him up, nimbly pointing out to him every *saesure*. The traveller will do well to rest himself when half way up, and supporting himself against the stone work, glance downwards on the immense plain of sand which forms the base of these wonderful structures, and take a view of the horizon. On reaching the top there is a small cracked and corroded platform, of an irregular form, 32 feet square, the stones of the *apex* having been thrown down, where he will find cut out the names, initials, &c., of travellers from all quarters of the known globe. The view from this monstrous structure is truly grand. Two regions are seen most dissimilar to each other. The fertile valley of the Nile extends as far as the eye can scan, and round its borders is the

### LIBYAN DESERT,

Verging to the west, and the Sphynx appears almost diminutive. Beyond the mountains, on the eastward, the Nile spreads its radiance through the immense concave, and the wailing of the winds, as they sweep across the boundless desert, is mournful music. The explorations of scientific travellers have discovered no less than sixty-nine pyramids, which reach from Abowroash to Dashcor. The most probable origin of these colossal monuments is that they were a succession of royal mausoleums, and consequently must be considered

as the most stupendous necropolis extant. The length of each monarch's reign is indicated by the size of the structure, as, in all probability, upon his accession the foundation was laid, and an addition made thereto yearly until his demise. Supposing this view of their construction to be correct, upwards of sixteen to seventeen hundred years must have been occupied in erecting them.

### THE DESCENT

Is not so fatiguing or dangerous as might be anticipated. The easiest mode is to leap down from step to step; but if the traveller is in the slightest degree *nervous*, he had better avail himself of the assistance of the Arab guides. Rest will be found not only agreeable but necessary, and such should be indulged in, in a recumbent position, in one of the cool recesses to be found at the base of the pyramid, a capital place to partake of a good, substantial repast. The exertions attendant on this peregrination will, in all probability, provide a good appetite. After having appeased his hunger, the wanderer must, previous to attempting to explore

### THE ENTRANCE OF THE GREAT PYRAMID

(Which was built by Cheops, but is *not* solid), endeavour to make up his mind to turn a *deaf ear* to the incessant clamour of the rapacious demands of the whole concourse of Arabs who may have collected themselves together at the entrance; their name is *legion*, and their boisterous vociferations for alms (*backshish*) unceasing,—to attempt to satisfy, reason, or entreat them to disperse is utterly useless—no notice ought to be taken of them, and the traveller should continue his explorations, and his greatest astonishment of this awful wonder will be the *massiveness* of the entire fabric. He must descend by the worn foot-holes, but great caution is necessary, because the stone is exceedingly slippery. The entrance is about 4 to 5 feet high, and from that point the descent begins. The passage (107 feet) leads to a subterranean apartment, which is closed by a large piece of granite. The traveller must then mount a few steps, and he will find himself in the

### GREAT GALLERY,

From whence, proceeding along a horizontal passage, he reaches the

### QUEEN'S CHAMBER,

The roof of which is composed of blocks resting against each other in an angular form; the height of the front is nearly 20 feet. He will observe a niche in the eastern end—there the stones have been broken by the Arabs in search of treasure. Returning to the great gallery is a narrow funnel-shaped passage, which is termed

### THE WELL,

which leads down to the chamber at the base of the fabric, and which it is presumed originally contained the body of the builder. The slope of the gallery is rather more than six feet wide. About 160 feet up this avenue is a horizontal passage, where formerly four granite portcullises, descending through grooves, prevented any persons from entering, but now free ingress and egress is obtained to the principal apartment, which is called the king's chamber, and is constructed of red granite. The

### SARCOPHAGUS

Is also of the same material, but the lid and contents have been removed. It is entirely plain, without any hieroglyphics, and rests upon an enormous block of granite, which some travellers suppose was placed there to mark the entrance to a deep vault beneath. The small holes in the walls of the chamber were in all probability constructed for ventilation. Ascending a narrow passage at the south-eastern corner of the great gallery is a small room, only 3½ feet in height, in which was discovered the

### CARTOUCHE,

With the name of the founder inscribed upon it, viz., *Suphis*, similar to that discovered on the tablets in the desert of Mount Sinai. The

### SECOND PYRAMID,

The ascent of which is much *more difficult* than the *first*, and seldom attempted by travellers, is supposed to have been erected by Cephrenes, and is composed of much ruder materials. It is situated on very elevated ground, and appears much higher than the great pyramid, although in all its dimensions it approximates closely to it. About 30 feet of its smooth slippery casing is still remaining, and consequently it is a feat to ascend to the summit, and it is truly wonderful with what agility an Arab will ascend and descend it. In its interior the sarcophagus of its founder is sunk in the floor. The

### THIRD PYRAMID

Is most beautifully built, although in size much less than the others. It is supposed to have been built by Mycerinus, whose wooden coffin, plain and unadorned, is to be seen in the British Museum. The traveller must now bend his way back to Cairo, and make the necessary preparations for the continuance of his river journey. It is most advisable to perform this trip in the Egyptian winter season, which is most delightful, as the heat becomes intense in the summer as the traveller approaches the tropic. It will be necessary to go down to

### BOULAC,

Port of Cairo, from which it is two miles distant. It contains the Mosques of Sinancoeyeh, a large edifice, and Abu-L-Els, with its beautiful minarets. It is one mile long, and half a mile broad. Population 20,000. Steamers to and from Alexandria. Houses dilapidated, streets narrow, roads dusty, landing place slimy stone steps, without railings, or lights (at night), extremely dangerous. Omnibus to and from Cairo. Boats up and down the Nile. View of the Pyramids, 21 miles distant. Here he is most strongly advised to apply to Hassanien Effendi, the head of the docks, who will place him in the way how to hire a boat, the cost of which averages from £8 to £10 per month, or 800 to 1,000 Piastres, which includes the wages of the Reis (captain) and six boatmen. This being arranged, care must be taken that the traveller himself sees the boat sunk, or else he is sure to be tormented the whole of his trip with myriads of bugs, which swarm in all the Egyptian craft. To trust to the assurances of the (Captain) Reis or to the surveillance of his servant (Dragoman) to see that such is done is utterly fruitless. He must not pay a para (as earnest money that he will fulfil his contract with the boat owner) until the boat is actually taken out into the river and cleansed with the sweet waters of the Nile. All kinds of provisions, such as wines, brandy, sugar, tea, coffee, preserved meats, biscuits, some bread (meat, vegetables, and eggs can be obtained at the villages), ham, sardines, preserved milk (and to insure a regular supply of this necessary article it is strongly advisable that a goat should be put on board, and also its provender), candles, Egyptian candlesticks, inkers, night-lights, and some of the Patent Vermin Exterminator, should be procured from Walker's, at Cairo, or else taken

out from England. Also a medicine chest which must not on any account be omitted. Camphor is also necessary to fill up the crevices in the cabins, so as to kill the bugs. A supply of cigars or Egyptian tobacco for smoking ought not to be omitted; and above all things a good Revolver, with the necessary ammunition.

As the climate is very cold at night, and the dews extremely heavy, it will be imperative for the traveller to guard against the effects of such, by providing himself with a good mand scarf and railway rug. He should, to protect himself from the rays of an African sun, adopt the Indian fashion, and have his umbrella lined with white calico, and his hat covered with a calico cover, having a long curtain attached to it so as to hang down over the nape of the neck, and invariably wear light-blue spectacles. An achromatic telescope will also be a most useful appendage, and to enable him to ponder over, ruminate, and understand all the country, he is advised to arm himself with Bartlett's "A Nile Boat, and Forty Days in the Desert;" Sir G. Wilkinson's "Hand-Book," Lane's and St. John's Works on Egypt, which are highly amusing, also the American's "Howadji" (a volume of the cheap shilling literature of the day), which is exceedingly well written. If he has any taste, what with his books, &c., &c., matting, carpets, and green blinds, he will soon be able to render his boat quite snug and comfortable; should he, however, scorn paying attention to the little minutiae which has here been laid down for his guidance, he may make up his mind to endure every species of discomfort in that land of plagues. Let him sturdily refuse to give money or "backhish," as the whole Egyptian land term it, to all the lazy Arabs or Egyptians, who assail, pester, and torment every mortal being with that eternal cry, and he will escape imposition but not annoyance, for from the moment he puts his foot on Egyptian soil until he leaves it he will be continually worried both night and day by those plagues, and if he but give a para to one, myriads will, comparatively speaking, hover around him, dinging that everlasting cry into his ears. He must keep the Reis of the boat to his bargain, not pay him a single piastre until his trip is accomplished, and place no confidence in him or his crew.

It is the Egyptian custom to use the bastinado to these unscrupulous rascals. Much depends upon the character of the Reis, but the traveller will do

well to fore-arm himself against being obliged to have recourse to that "ultima ratio." It is best to set sail with the evening breeze, which will waft the traveller swiftly along the narrow channel which separates Rhoda Island from Old Cairo. Beautiful indeed is the suburban scenery of the sweet Nile, as the boat with its lateen sails glides rapidly along Cairo on the east, the mounds of Babylon and the crags of Mokattam on the west, and the mighty Pyramids, reaching almost to the site of the ancient Memphis, gradually vanish into obscurity. It not unfrequently happens that amidst the maze of

### SMALL SANDY ISLANDS

Boats frequently run aground, so the traveller must not feel any apprehension should such occur, for the boatmen will immediately divest themselves of their attire, and, in a perfect state of nudity, jump into the river, shouting and singing, and exert their best endeavours to push the vessel afloat again into the main stream. The traveller passes almost close to the ancient

### MEMPHIS,

And at that part of the river the pyramids of Sakkara and Dashoor, as also that denominated the False Pyramid, can be distinctly seen. In about twenty-four hours' run he will reach

### BENISOUËF,

The first place of any consequence on the western bank of the Nile. Here it will be found exceedingly hot, and the traveller should not land unless he wishes to walk along the shore and visit the town, which is the capital of a province, the residence of a Bey, and the principal road into the

### FYOU

(Which should be visited), in which are supposed to be the genuine traces of the artificial reservoir of Mooris, in which is retained the water of the river after the subsidence of the inundation. At a place called

### BIAHMOO

There are some curious ruins, and especially those of two pyramids which Herodotus states as being in the middle of the supposed Lake Mooris; it is called

### THE BIRKET EL KEROUN,

And is a natural lake of about thirty-six miles long and seven broad; its level is much lower than that of the Nile. Returning again on board his boat the traveller proceeds down the stream until he reaches

### BIBBEH,

A large village situated on an eminence upon the river, and although, like all Egyptian villages, it appears extremely pretty at a distance, the picturesque vanishes the moment that the wanderer lands, his passage being completely obstructed by accumulations of all kinds of filth, heaped up into enormous mounds, the plague of flies, dogs, and miserably emaciated and scantily-clad human beings literally yelling forth with demoniacal gestures, the word "Backahish," or alms. As the boat advances towards Thebes, the valley begins to assume quite a different appearance—there will be seen wild arid cliffs bordering the river on one side, a fertile level on the other, and the Arabian and Libyan chain of mountains advance and recede. The next remarkable place which is passed is

### JEBEL E TAYR

(Or "the mountain of the birds"), a row of high cliffs running down to the water's edge, the ledges of which shelter an innumerable quantity of water-fowl. On its summit there is a Coptic Convent, which is remarkable for the number of mendicants it sends forth to beset the wanderers on the Nile, and who assail all travellers for the everlasting "Backahish." The ascent to the convent is by a very singular natural tunnel which is made in the precipice. After which the traveller will next reach

### MINIEH,

Which is by far the prettiest town on the banks of this river. As provisions of all kinds are very cheap at this place, a stock should be procured, and the

### OLD WHITE TOMB,

situated under a sycamore, visited; the whole of the houses along the river are extremely clean, and the view from the town is truly beautiful. Proceeding further up the river the wanderer should not omit to land and visit the unique

### TOMBS OF BENI HASSAN,

Although the walk is rather fatiguing, as they lie far up on the side of the hill, but the traveller will be amply repaid by the extensive view which they possess over the valley; the edifices very closely resemble in their style the Grecian Doric, which, in all probability, must have been copied from them. The interior is very plain, the walls are divided by lines into different compartments, and the representations of the domestic manners of the ancient times are exceedingly curious. All the

colours are beautifully preserved. As the current is very strong, the boatmen will here be obliged to tack, which renders the journey toilsome to them and tedious to the traveller; so that he must not expect to progress very rapidly up the Nile, still, he will find the mode of travelling very pleasant, provided he has paid due attention to the precautions which have been given him to render it such. The kangia selected should be about thirty feet long, with two masts and large lateen sails; they are all pretty in appearance, and well calculated to sail swiftly; still care must be taken that it is not overturned in any of the sudden squalls which sweep across this river. During the excessive heat of the day, he should sit beneath the verandah which is erected on board. The sides of the main cabin, to which green blinds are affixed, should be kept open in the day time and shut before the evening comes on, so as not to allow the damp air to enter. Mattresses should be placed upon the benches, which can be used as sofas by day and beds at night. In order to prevent the bugs from infesting the boat, it is essentially necessary to have the deck and cabin well washed daily. The after cabin ought to be used as a store and bath room; should rats, however, infest it, a light kept hung up in it will drive them away.

The scenery, as the boat approaches the village of  
**SHEIKH ABADIEH**  
 (The ancient Antinopolis), is beautiful beyond conception, soon after which

**BEYADIEH**  
 is reached; in the vicinity of this village there are several Coptic Convents. After having remained here a short time, the wanderer should pursue his way to the tremendous precipices of

**JEBEL ABULFEDA,**  
 Which are on the Arabian side, and which hang over the swift current. As the boat passes under this scene of terrific grandeur, in the clefts can be distinctly discerned many caverns, which, it is thought, were formerly inhabited by ascetics; after which the boat advances to the rapidly declining town of

**MANFALOOT,**  
 Around which the river winds itself with such force that it has, and still continues, to carry away large portions of the place. The appearance of this town at night is extremely strange, as it is not unusual to

find the entire place filled with people scantily clothed, sleeping in the open air, regardless of the dust, sand, dogs, camels, and asses, all of which are mixed indiscriminately together. It may be as well to inform the wanderer that, in the mountain range opposite, are the celebrated

### CROCODILE MUMMY CAVES,

Which have been examined by some travellers with so much interest. The next place at which he should land, is the good sized town of

### SIOUT,

The capital of Upper Egypt, residence of a Governor, and contains some handsome mosques; its suburbs are extremely pretty, and he will do well to visit the

### MOUNTAIN RANGE,

In which are a great many sepulchres, the view from which, overlooking the valley of the river, is not only extensive but magnificent. There are generally a great many caravans of slaves to be seen at this place, which arrive from Darfur, having been brought across the arid desert from the great Oasis, during which journey an immense number frequently perish. From this place the boat proceeds to

### GIRGEH,

The scenery along the river being exceedingly picturesque and beautiful. At this point the wind generally blows rather strongly, and when close to the magnificent crags of

### GEBEL SHEIK,

It will, in all probability, be found necessary to keep a sharp look out after the boatmen, as the breeze generally freshens. He should not omit to visit the

### RUINS OF ABYDOS, OR THIS,

Which are situated a few miles from this town; and consist of the remains of two temples, but are partly sunk in sand, &c. As the boat glides along, the scenery in the vicinity of

### KASR E SAYD

Is exceedingly fine, and here is seen the Dom or Theban Palm, which, being blended with the date tree, makes the richness of the scene quite fairy-like. It may not be amiss to draw the traveller's attention to the different manner which is adopted in Upper Egypt in irrigating the land—there the Sakia entirely disappears, and the Shadoof takes

its place. This machine consists of two pillars of wood, having a horizontal bar across, the levers being formed by the branch of a tree, a heavy weight made of mud being fastened to one end, and at the other, a vessel which descends into the river, and is hoisted up by the weight to the level of the land, out of which the water is poured into a trough, from whence it is dispersed in channels all over the surface of the land. To work this instrument is most toilsome, the labour being hard almost beyond conception. The boat then proceeds to

### DENDERA,

At which place the traveller should land, and visit the temple, which is well worth the trouble; but care must be taken to use plenty of candles, for the bats, snakes, and insects are extremely numerous. It is advisable to let the kangia proceed to Kenh whilst the traveller crosses the ferry; but as there are generally a great number of people at this place, he had better take one of the boatmen with him to show him the passage.

### KENEH

Is one of the busiest places on this river above Cairo, on account of its being the place where the Egyptians set out for the port of

### KOSSEIR,

Which is situated on the Red Sea, and is reached by a journey of three days across the desert. At this place, the most dissolute of all Egypt, the

### GHAWAZEE, OR DANCING GIRLS,

May be seen to perfection. As the boat glides away from the town a view is soon obtained of the site of the

### ANCIENT COPTOS,

The eastern desert to Berenice, and about noon the immense plains of

### THEBES,

And its distant ruins, begin to show themselves. Karnak and Luxor are on the eastern side. Memnonium and the awful Colossi on the western; but the grandest feature is the lofty mountain of yellow sandstone. There are no buildings on the river side. The traveller will, on his landing, soon be beset by a whole tribe of donkey boys, accompanied by vendors of curiosities, who dwell in the tombs in the cliffs of Gornou, and hasten to the water's edge as soon as a boat is descried. Karnak, the most stupendous of all the ruins is situated on the

Eastern bank. Luxor is also on the same bank but those on the

### WESTERN BANK

Are inferior in size—still the tombs render that side of the river equally as interesting. The traveller should visit the environs of the landing place first, viz. :—the small Temple of Old Kooreh. Mounting a donkey the traveller enters on a valley which leads up into the centre of the hills, in the rear of the city. This is a dreary ravine, extremely desolate in appearance, with rocks overhanging its sandy bed. Proceeding for about half an hour in this defile he will reach some perpendicular precipices, at the foot of which are those dark apertures, the entrances to

### THE TOMBS,

Which are entered by means of a ruined staircase. The guides must light their candles, and then the wanderer will have a fair view of the Hall of Beauty, which is supported by four columns, on which are numerous paintings. Adjoining to it is another chamber containing some unfinished paintings; and proceeding into the recesses, a staircase at the nearest end leads to two other passages and another chamber, into the great hall, which is larger, and is supported by six pillars, with two other apartments, and at the extremity is an oblong covered saloon, in the middle of which formerly stood the

### SARCOPHAGUS

Which now adorns that unique museum of the late Sir J. Soane, in Lincoln's-Inn-Fields, which should be visited by all admirers of antiquities and designs. In some other small rooms are various sculptures. These chambers are hollowed out to a length of about 800 feet in the rock, and are all more or less covered with subjects which possess a mythological signification. As he makes his way out of these dark recesses the contrast of the burning sand is wonderfully great, and the glare so dazzling that he will gladly enter what is now termed

### BRUCE'S TOMB,

So named after the indefatigable Abyssinian traveller of modern times. This edifice will not be found so regular or extensive as the first one, notwithstanding that it pierces about 400 feet into the mountain. One of the most remarkable sepulchres is that in which the descent is more gradual than in the others. If the wanderer feels disposed to climb up a pathway (which is extremely steep), he will reach the top of the mountain from whence he will



have a good view of the chasms below, all about which are scattered the dark inlets of the tombs. The view comprises that of the Grand Valley, Nile, distant Arabian hills, Assaoosef, and its regions of tombs, and the Libyan mountains, on the verge of which stand most conspicuously the ruins of the Memnonium, which appear from that eminence a distinct mass, and on the left is to be seen the village of

### GORNOUT,

The path to the right leading to the ruins of

### MEEDENET HABOU,

And behind in the distance is the

### LAKE OF BIRKET HABOU.

In the midst of the view stands out in solitary grandeur that immense statue, the

### VOCAL MEMNON.

Beyond all these can be seen the village and temple of

### LUXOR,

And to the left, at about a mile and a half distant, are the columns, &c., of Karnak. Descending from the pathway along the sandstone precipices beneath, is the temple of

### DAYR EL MEDEENEH,

A very elegant little edifice, which the wanderer should not, on any account, omit to visit. After having examined it, the walls and mounds of

### MEEDENET HABOU

Will next present themselves. This is an extensive group of colossal edifices, consisting of a temple and palace, with a smaller one on the south. Two lodges are at the entrance of the palace and pyramidal tower. There is a passage which goes under the inner part of the building, and in it are several apartments. The rooms are very small, but contain sculptures illustrating the private life of the king. The exterior architecture is curious. There is a passage under the palace which leads to the temple, the entrance to which is between two propylæa of lofty dimensions. The sculptures on the walls are excellent, and those on the outside of the building represent the whole incidents of a campaign with some foreign enemy. Proceeding along by the cultivated land, passing the ruins of former buildings, tombs, and remnants of colossal statues, the traveller reaches the magnificently grand ruins of the

### MEMNONIUM.

The propylæa which forms the entrance to the first court is extremely large, and is covered with sculpture. The fragments of the statue of Memnon are gigantic; the figure is 22½ feet across the shoulders, and 14½ feet from the neck to the elbow. The architecture of this building is elegant. The

### GRAND HALL

Is supported by twelve massive pillars. Its sculpture and the devices are superb, and it is unquestionably the most elegant, if not the grandest of all the ruins in Egypt. There is a curious incident among the battle scenes on the south wall, which represents the attacking of a fortress, the whole effect of which is extremely natural, and very beautifully executed. Very near the outside of these ruins are to be seen some

### CRUDE DRIED BRICKS,

Of which the enclosures of the temple are built. These are, however, very interesting, owing to its being generally supposed that the Israelites, when captive in Lower Egypt, were employed in making them, most of them being composed of clay and chopped straw. They average in length about 15 inches, 6 wide, and 4½ in thickness. After having inspected these ruins the wanderer ought to proceed to the

### VOCAL MEMNON,

But should the inundation of the river have advanced much he will be unable to reach as far as its base. This statue and its companion appear to have suffered more from time than any of the other monuments, the features being scarcely discernible, and the limbs fractured. It is rather remarkable that no specimen of the stone from which the two sitting statues have been formed has been found, within several days' journey of the place, and there is no doubt but that the granite of the Memnonium was brought to Thebes from the

### CATARACTS,

A distance of 135 miles. Many travellers have journeyed to this statue (the Vocal Memnon) before sunrise, to listen to the responsive sounds supposed to issue from it, but there is every reason to believe (as their curiosity has not been gratified by the marvel being realised), that it was some chicanery of the priesthood, or that they possessed the art of

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TEMPLES

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the second propylaea,  
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### GORN

The path to the right lead

### MEEDENET

And behind in the distance

### LAKE OF BIRKI

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ventriloquism, but Sir G. Wilkinson, when striking the stone with a hammer, imagined that it was brass. There are a few remnants of a temple at

### KOM EL HATTAN,

And it is probable that these statues were connected by a long avenue, which extended across the western part of Thebes, and thence to Luxor by a ferry, making it the high road of the ancient city.

### THE MUMMY PITS

Are most singular spectacles. Some bodies are merely dried, others enveloped in fine linen, but all are mingled together in charnel-house confusion. The

### TOMB MEN,

Who live at Gornou, in the sepulchres, plunder all the mummies, and sell everything that they find, either curious or valuable, in these immense cemeteries. Now, quitting this inhospitable region, the traveller must hasten to regain his kanga, and enjoy the comforts of his ark on the Nile, hoist his sails, and cross from the Libyan to the Arabian side of the river. The view of the

### TEMPLE OF LUXOR,

As it is approached from the river, is beautiful in the extreme, and should the sun be shining through its massive columns, the picturesque of the scene will be considerably heightened.

Scarcely will he have landed at the old Roman pier before he will be regularly beset by dancing girls, donkey boys, and guides, accompanied with the eternal yelling for "backshish." The temple, most unfortunately, is so hemmed in with mud-huts and modern buildings, that the grandeur of the structure is considerably lessened. The most celebrated portions are

### THE OBELISK AND PROPYLÆA,

For gateway towers; the former is deeply embedded in sand. The hieroglyphics are about 2½ inches, which is uncommon, and produces a curious relief and sharpness. Behind the obelisks are two sitting statues of Rameses II.; there is an extraordinary contrast between the grey hue of the granite and the sand. On the noble propylæa, which rises behind on its extensive façade, is exquisitely delineated a magnificent battle-scene. The sculpture, however, is so much injured that, although it is one of the most elaborate scenes to be found at Thebes, and it is with great difficulty that its details can be

accurately understood. The traveller should now mount a donkey and gallop across the plain to

### KARNAK,

Which bursts upon his view in majestic grandeur. In the centre of this immense field of ruins is a magnificent gateway, behind it the small temple of Rameses IV., and to the right a majestic propylæa, beautifully situated among a grove of palm-trees, which forms the ancient entrance to the

### RUINED COURTS.

The pylone is decidedly the finest specimen of Egyptian architecture extant, the proportions are colossal, and the relief of the cornice magnificent. The

### SMALL TEMPLE

In the rear of the gate ought to be carefully examined, and then the traveller should proceed to the principal entrance by the colossal propylæa facing the water, which looks towards the

### TEMPLE AT GORNOU.

Proceeding to the summit he will obtain a most extensive and interesting view, since, as far as the eye can roam, there appears nothing but a

### WILDERNESS OF TEMPLES

In all stages of decay. The country beyond ancient Thebes is seen, also the lonely plain with its groves of palms, the distant mountains and tombs of Libya, which altogether form a most extraordinary and yet interesting scene. In the great court of the propylæa (which is of large extent) the external wall contains a sculptured picture of

### SHISKAH,

Mentioned in the Book of Kings, leading his prisoners captive. Beyond the side of this court, on the right hand, is the propylæa of a

### SMALL TEMPLE,

And a noble gateway by which the traveller enters whilst to the left are a number of ruined propylæa. In the right-hand corner is another temple, buried under accumulated ruins. The approach to the court from the external propylæa is by a noble row of columns. Passing through this second propylæa, the traveller must proceed under a ruined vestibule and high gateway, and seat himself down. Here he will have a beautiful perspective of this magnificent pile. If he proceed down the central avenue of the

## GREAT HALL,

He will have an excellent opportunity of examining the basis of the superb columns, the obelisks, the enormous masses of walls and propylæa, all of which are covered with the portraits of sovereigns who were once adored as gods, and the whole appears a

## LABYRINTH OF RUINS,

The work of a great people, whose knowledge was proverbial in days gone by. The temple is about 168 feet by 328, having an avenue of 12 columns, whose height, without reckoning the pedestal or abacus, must be about 65 feet, and 12 feet in diameter, besides about 120 smaller ones, of about 39 feet in height and 25 feet in circumference, placed in seven lines on the sides of the former. There are also two towers closing the inner part of the hall, beyond which stand two obelisks, one of which occupies its original place—the other must have been broken through violence. The plan of this temple appears to have been extremely intricate, as even now it is puzzling to the explorer, who, passing through the ruined propylæa, reaches another court, in which are two obelisks of immense size; the one standing is about 91 feet high and 7 square, having a peristyle of figures. There is a handsome vestibule before the gateways, which forms the façade to the sanctuary, which is composed of red granite, and contains two apartments, surrounded by several small chambers, from 28 feet by 15 to 15 feet by 7. The walls are beautifully polished, and the whole is most exquisitely finished. The central portion of the hall is not less than 75 feet. The finest specimens of historical sculpture are to be seen on the eastern external wall, and the genius of the Egyptian artists here appears to have reached its acmé. Should the traveller be so fortunate as to inspect these ruins by moonlight, their beauty and interest will be considerably enhanced, and a ride, on such a night, across the plain to Luxor will be found delightfully refreshing. Again ensconced in his kangia, he must proceed up the Nile until the boat reaches

## HERMONTHIS,

At which he should land, and visit a small elegant temple, which is, however, fast falling into decay. The next place of interest which he reaches will be

## ESNEH,

Which is the rendezvous of the dancing girls. Here he must visit the

## TEMPLE,

Which is a beautiful specimen of the Ptolemaic style; descending inside he will find the columns high, but embellished with beautiful and exquisite designs. Continuing his route on the river the wanderer should land and visit the grottoes of

## EL KAB OR EILYTHIAS,

And also the magnificent temple at

## EDFOU,

Which is situated not far from the river; the external wall is entirely complete. Its dimensions and grandeur are truly surprising. As the traveller passes between the gateway towers he enters the first court, which is still entire, with its corridors, pillars, and the flat roof, formerly used as a promenade. There is a superb corridor at the end of the court, which forms the vestibule, the beautiful capitals of which are standing, and the colours still retain their freshness. The interior is almost entirely choked up with rubbish. The walls are exceedingly high and strong. The town of Edfou is miserably dirty, and its inhabitants are in a state of abject poverty and misery. Entering his kangia, the wanderer must sail up the river until he reaches the celebrated

## PASS OF HAGAR SILSILIS

(Or Rock of the Chain). This spot is remarkable from being the only place where the Nile is bordered on both sides by lofty precipices reaching to the water's edge, and drawing the current into a small space. There are curious ancient grottoes cut in the crag, which are worth exploring, but the most interesting object is the

## SANDSTONE QUARRIES,

Which are situated on both banks of the river. The extent of these passages is astounding. The current here is extremely powerful. It not unfrequently happens that a sudden squall comes on from the east, so that great caution is necessary as regards the management of the kangia, for the river becomes one sheet of foam, and great difficulty is experienced at times in getting on shore. Proceeding onwards, a glimpse of the ancient Syene becomes visible, and the river, the breadth of which is spacious, has the beautiful verdant

## ISLAND OF ELEPHANTINE

In its centre. Here are the ruins of a convent on a high eminence on the right, and the rock of Syene

on the left, which projects into the river, with the ruins of a Saracenic stronghold at its summit, and the distant hills, all of which are studded over with ruins and tombs. This is decidedly the most picturesque spot on the Nile, and is considered as the

## FRONTIER OF EGYPT.

Not only is it marked by a geographical division, but here are to be seen quite a different people. The Nubians are tall and thin, whilst the Arabs are more massive in their build. The objects of interest at

## SYENE OR ASSOUAN,

Where Juvenal died in exile, are the quarries and Saracenic monuments. There is also an

## OBELISK

Placed on the spot where it is supposed to have been cut out, and a castle situated on a rock.

When visiting the cataracts, it is necessary to send for a Nubian, who resides at the village of Philo. He is termed the "Captain of the Cataracts," and his occupation is to attend to the passing and repassing of boats. Proceeding on towards them, the boat passes through the narrow strait between the crag of Assouan and Elephantine, and soon arrives at the outposts of the

## MAZE OF ROCKY ISLETS,

Through which the river rushes from Nubia into Egypt. It is at this juncture that it is necessary to pay much attention to the working of the boat, and every turn of the eddy must be closely watched. The convulsion of the cataracts is magnificently grand. The appearance of the green

## ISLAND OF SEHAYL

is exceedingly pretty, and the antics of the

## NUBIAN BOYS

Who vociferate "Backshish" are highly amusing. The kanga again proceeds along her course, darting from one side of the river to the other, after which a noble reach of the river is attained, then pass through a pile of sombre rocks, in the centre of which lies the beautiful and sacred

## ISLAND OF PHILO,

With its temples and magnificent groves of palm trees. The kanga now should be laid up on a high

bank that is close to the spot, which, owing to its being overhung with beautiful foliage, is considered, and most justly so, as the prettiest spot in all Egypt. Philo must be visited. It is celebrated as being the burial place of Osiris, whose sepulchre is revered by all the priests throughout the whole of Egypt. The beauty of the island is considerably diminished on landing, by the filth and dirt which abounds in the town, which is built of mud buildings. Passing through which, the

## TEMPLE OF ISIS

Is reached. It ranges all along one side of the island, but is divided by a narrow channel, where there is a ferry, to the rocky

## ISLAND OF BIGGE.

The temple resembles in its courts and propylæa the other Egyptian fane, but the form is extremely irregular. The dark rooms in the Eastern adytum should be inspected. They are constructed in the wall, and in all probability were intended to conceal the sacred treasure, or else to enable the priests to practise their deceptions upon the credulity and fears of their votaries. This edifice is not so colossal as those of Thebes, but the architecture is elegant and chaste; the capitals are composed of the leaves of various plants, but especially of those of the lotus, the colouring of which is beautifully fresh. The traveller will be much pleased and delighted with the views from this island, which are surpassingly picturesque and beautiful. The most romantic is that which is obtained from the extremity of the ruined gallery. He must not fail to examine the corridor which rests on the wall around the island, and protects it from the current, since the specimen is extremely graceful. Overlooking the river he will see an obelisk at its extremity, which is exceedingly pretty. As the boat glides round the dark piled rocks of the Isle of Bigge, the current rushes with great force against the island, and looking over the perpendicular wall he will have a fine view of the rapid waters as they flow impetuously towards the cataracts. There is a small Nubian village opposite to the island which he will do well to inspect, and many curious groups will there be seen congregated together, who have just arrived from the interior of Nubia, and especially from Dongola. Again setting sail with the kanga, he must proceed to visit

## EL KALABSHEN,

Which is situated between Philo and Abusimbal, the temple at which place is particularly celebrated for its beautiful architecture.

## WADEE HALFEH,

At which place, from the lofty cliff above, a most admirable view of the rocky islets, which break up the current of the river into rapids, may be obtained, and which extends over a distance of several miles. Here the second cataract is seen in all its native grandeur and magnificence. Proceeding further up the river, the traveller next reaches

## ABUSIMBAL,

At which place he will find one of the most remarkable temples in this land of colossal ruins, although there are many temples between Philo and this place. The façade of the great temple is quite smooth in the rock overlooking the river; in length it is about 121 feet, and in height nearly 95 feet. It has a moulding, and is ornamented with a handsome cornice and frieze. The effect produced by this is sublime, and the heads of these statues are not only the most colossal, but the handsomest in this land of massive sculpture.

These figures are considered the *chef d'œuvres* of Egyptian sculpture, but the countenances and thick lips are heavy. There appears to have been four of these figures, but the fourth has been broken by an avalanche of rock, and a portion of the head rests in the gap. There are some female figures of natural dimensions on both sides of the colossal. The whole of the building, even up to the heads of the figures, has been covered up with sand, blown from the desert, which for a period of many centuries has been constantly accumulating. The heat at this place averages from 113 to 116° Fahrenheit.

**HINTS.**—The traveller must pay particular attention to his diet, take cooling medicine, not expose himself to the sun without using an umbrella, and wear a hat covered with a white covering, with curtain attached as in India; avoid bathing in the river, (as crocodiles abound), and never attempt to take a bath when over-heated. Give no "backshish." Keep a strict look out after his Dragoman. Insist upon the Reis and his sailors doing their duty, and

must not hesitate to deal *summarily* with them, in case of their negligence or impertinence—in fact, to enjoy any comfort, he must keep a tight hand over them. His stores should be in his own keeping, and if possible, kept under lock and key; and if he has them stowed away in a large tin trunk or case, he will find it much more convenient. No confidence can be placed in any one on board the *kangia*. His medicine chest should be well filled, and a quantity of the ingredients for making soda water should be taken with him—in fact, he should provide himself with *every* necessary he requires, and have them in as portable a form as possible. At night when on shore he must always have a candle in an Egyptian candlestick to be obtained at Cairo, carried by the servant, who attends him, or he will be subject to a fine, such being the law in Egypt.

**REMARKABLE OBJECTS IN EGYPT.**—Lake Moeris, now twenty-five leagues in circumference, anciently upwards of forty, the two pyramids in the middle alluded to by Herodotus; Lake Moerotis, which connects the Nile with the Mediterranean; Grave of Osiris, on the Island of Philo, 2,700 feet in circumference; Thebes, Race Course, Ruins of Temples, Colossal Figures of Memnon, Sepulchre of Osymandyas, Obelisks, Torso of Lions, with rams' heads; Palaces of Karnak and Luxor, their Halls, Roof Plates, Columns, Sculpture, Catacombs (inhabited by Troglodytes); Tombs of the Kings; Hall of Beauty, Plain. Pyramids, viz.:—About forty near Memphis, Group at Ghizeh, Colossal Sphinxes. The Labyrinth, Ruins of Mosques, viz.:—Sultan Hassan, Tootoon; El Azhar. Tombs, viz.:—Mameluke Sultans, Sultan Kaithay, the Shadoof, the Sakias, Statues in the Temple, Paintings in the Halls, Propylæas and Columns, Precipices on the Nile, Cataracts, Dancing Girls, Canals, Kangias or Nile Boats, Slave Market, Railway, Bridges on the Nile across the Delta, Tubular Bridge at Benha, Burrage, Burial Grounds, Cemeteries, Bazaars, and Cataracts, &c. The river Nile is about 2,200 miles in length.

**BRITISH CONSULS.**—Damietta, M. Surur, Vice-Consul; Jerusalem, James Finn, Esq.; Jaffa, Assad J. Kayah, Esq.; Kaiffa, E. T. Rogers, Esq.; Acre, M. Finzi, Esq.; Sidon, Jacob Abela, Esq., Vice-Consul; Abyssinia (Massowah), W. Plowden, Esq., Consul; Jeddah, G. E. Stanley, Esq.

## SKELETON OF ROUTE No. 2.

## FROM ALEXANDRIA TO BOMBAY.

Miles from London.	Names of Station.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India by the Bombay Mail which sail from Marseilles on the 4th and 19th, or by the Calcutta, Madras and China Mails on the 11th and 27th of every month.	Length of Journey from Station to Station.		Total Time of Journey		Luggage Allowed free.	Charge for Overweight.	Fares.				Extra Expenses.		Total Expenditure.	
				D. H.	D. H.	D. H.	D. H.			1st Class.	2nd Class.	Hotel.	Inci- dental.	1st Class.	2nd Class.		
2361½	Alexandria, via Route No. 1.	" Page 69 Ital	7 6½ 4	0½ 10	7 336 168	14s. 24 15 0 15 4 10	2 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.		
130	Cairo .....		.. 7 ..	.. ..	19 336 168	cwt. 1 11 6 1 0 9 0 10 0	0 8 0	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.		
80	Desert .....	" Pkt.	.. ..	.. ..	.. ..	£ 25 6 6 16 5 7	3 8 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.		
2571½	Suez .....		.. 5 ..	12 ..	20 ..	small bag per cwt. 8 0 0 3 15 0	0 10 0	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
1308	Aden .....	" Pkt.	7 18½ 4	12½ 12	7 ..	£ 34 6 6 20 0 7	4 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.		
..	..		.. 5 0	.. 5	0 336 168	per cwt. 35 0 0 35 0 0	1 0 0	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
..	..	" ..	12 18½ 4	15 17	9½ ..	£ 69 6 6 55 0 7	5 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
3879½	..		.. 1 0 1	0 1	0 ..	£ 69 0 9 55 0 7	6 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
1664	Bombay .....	" Pkt.	12 18½ 5	15 18	9½ ..	£ 69 0 9 55 0 7	6 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
5543½	Miles		.. 6 ..	.. ..	.. ..	£ 336 168 40s. 30 0 336 168 per cwt.	0 30 0	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
..	..	" ..	18 18½ 5	15 24	9½ ..	£ 99 6 6 85 0 7	6 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	
..	..		.. ..	.. ..	.. ..	£ 99 6 6 85 0 7	6 18 2	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	

N.B.—As no 2nd class passengers are taken by the Peninsular and Oriental Company beyond Alexandria, 1st class passage has been assigned to 2nd class passengers in this table beyond that port. The only way that individuals can obtain 2nd class passage is by going as Passengers' Attendants or Servants. The homeward-bound traveller must reverse the Route, &c.



LONDON TO ALEXANDRIA.—See Route No. 1, pages 70 to 114.

## CAIRO.

Population, 300,000. (El Kahirah, the Victorious).

**HOTELS.**—Wood's (late Shephard's), the best, in the Esbequeeh Gardens; the table d' hôte generally attended by travellers of all nations. Colomb's and Williams'. Tarif (the same as at Alexandria): board and residence, £1, or 98 piastres per diem. All drinkables to be paid for extra. Dragoman, or valet de place and interpreter (arrant knaves), 25 piastres, or 6s. per diem. Donkeys, 5 piastres, or 1s. per hour, with boy. Carriages, 98 piastres, or 20s. per diem. Sherbet, 17 paras, or 1d. per glass.

**THERMOMETER** 98° in July, 68° in December; see *Physical Calendar*.

**OMNIBUSES** to Boulac, to meet the Nile steam packets. Railway to Alexandria and Suez, see page 90, and also to Lake Moeris. Telegraph to Alexandria and Suez, see page 88.

**MOST REMARKABLE OBJECTS.**—Fortifications, 300 Mosques, Pacha's Palace, Joseph's Well (300 feet deep), Nile Meter, Bazaar, Square, Public Buildings, Gardens, Burial Grounds, Barracks, Military College, especially the Gate towards the Mosque of Hassan, where the Mamelukes were slaughtered.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—The Pyramids of Jireth on the other side of the Nile—the largest, that of Cheops, being 400 feet high, and covering 13 acres. Obelisks of Heliopolis, 3 hours' journey. The Pacha's Palace at Shereben, (1 hour), Rhoda Island and Gardens, Petrified Forest and Toura Quarries.—Sukharu, Site of Memphis, Ruins of Matarash. See also the Nile Route, page 97.

**HISTORICAL REMINISCENCES.**—On the 13th of May, 1858, Achmed Pacha (the elder son of Ibrahim Pacha, heir apparent to the Pachalic of Egypt) was killed by an accident on the Railway Steam Ferry, the carriage having rolled off the ferry into the River Nile (a height of 30 feet), owing to its having been pushed too forcibly by the men. The river has been since crossed by a small steamer.

**HINTS.**—The traveller, if a smoker, will do well to purchase his pipes here, also a few Egyptian paper lanterns and fezes (caps), both of which he will find extremely useful to him when in India. On arrival at the hotel order a bedroom, then proceed to office, learn the time of the departure of the train across the desert railway. If, however, the traveller has proceeded by the French packet, and

arrived at Alexandria before the English mail, he can hasten on to Cairo, and there await its arrival, and leisurely visit the Mons of that place and its vicinity. Having made up his mind as to the method of crossing the desert, (this observation only applies to travellers who have arrived at this place some time prior to the Overland Mail, as those who travelled with it must proceed, *via* railway, instant), return to the hotel, take a bath, make the most of his sojourn in Egypt; and give no backshish (money) to attendants or beggars.

**DESERT JOURNEY.**—The traveller must not imagine that the appearance of the desert is disagreeably uniform and monotonous, for such is far from being the case. The ridges of sand here assume a variety of shapes and forms, and the route is occasionally enlivened by a few short stunted shrubs, growing at considerable distances from each other. Here and there may be seen the mausoleum of some great and rich Arab or Egyptian, who perished in this place when en route to Mecca to perform his pilgrimage; the skeletons of camels, who have died when crossing; a number of those useful animals (carrying baggage) walking quickly along in a line, *via* the old caravan track, and tied to each other by a cord which is passed from head to head, their burdens being slung across them in nets like donkey panniers. Now and then are passed a troop of travelling Arabs, with their wives and domestics, on donkeys and camels, armed to the teeth. If this part of the journey is traversed on a moonlight night, the howling of jackalls and laughing of hyenas may be heard in the distance, and occasionally they cross the travellers' path at a desperate pace when in pursuit of prey. The Pacha of Egypt's Palace is situated at some distance from (but opposite to) the Central station, and when that Prince is residing there several leash of greyhounds may frequently be seen out in the morning exercising with their keepers; sometimes the homeward-bound trains are met coming across, and close at hand stands "The Desert Tree," an acacia, 18 inches in diameter, with thick bushy large round-topped stem, 10 feet long. Should the traveller have reached Cairo some days before the arrival of the Indian Mail, he can hire a guide and donkey, and cross by himself leisurely, taking care to have a desert umbrella, which has curtains to it like those attached to a shower bath, which close quite round him, having two glasses fixed in them through which

he can distinctly see every object as he travels along, which protects his sight from the glare of the sun, and screens himself from its scorching rays. As the train approaches Suez, the mail packet is seen laying at anchor off the bay, and mount Sinal, looming in the background. One of Walter's patent urinals will be found a great comfort to travellers on this route. The thirst experienced along this part of the journey is intolerable, which should be allayed by weak brandy, and soda water, or oranges, but on no account ought water to be drunk—indeed, it is advisable to avoid taking either tea or coffee—pale ale is by far more preferable. The traveller should not neglect to have his luncheon-case filled, and his flask full of brandy, as the stomach is here often attacked with cramps. The dew falls very heavily at night, which prevents the sand from flying about if the wind is not high, and in the day time it is requisite to tie a veil over the hat and under the chin, so as to keep the sand out of the eyes, and protect them from the glaring effect of the burning rays of the scorching sun. At night the body must be well muffled up and the loins kept warm. The Maud shawl, which the traveller has been advised to purchase, should be wrapped round him as the Orientals gird their shawls around them. Close at hand is the track where the Israelites crossed the Red Sea, and a few miles further is the boundary between Africa and Arabia, much visited by travellers. We then enter that miserable hole,

### SUEZ.

Population, less than 8,000.

**HOTEL.**—Wood's (late Shepherd's), a large building, but badly conducted. **Tariff**—the same as at Alexandria.

**STEAMERS.**—The Peninsular and Oriental Company's Steamers (G. West, Esq., H. B. M. Vice Consul, agent) sail outward-bound on the 4th, 19th, and 29th with the Australian, China, Calcutta, Manila, Madras, Mauritius, and Reunion mails; and on the 12th and 27th with those for Bombay, in every month, and arrive here homeward-bound on the 5th, 9th, 17th, and 25th of every month. Railway to Cairo and Alexandria finished, see page 90.

A **STEAM TUG** conveys passengers to the mail packets in the offing. Fare, 2s., or 10 piastres, each traveller: but this amount is included in the passage money charged through to passengers by the Peninsular and Oriental Railway to Cairo and Alexandria.

Telegraph to Cairo, Alexandria, &c.

**PASSPORTS.**—See page 88.

**CONSUL,** Vice, British, G. West, Esq.

**MOST REMARKABLE OBJECTS.**—Small Battery, Bazaar, Hotel, Custom House, Gate (entering from the desert), Landing Place, Mosque, Coal Depots, Post Office, American Consul's, &c., Native Coffee Shops, Well of Moses, the point (now dry land) where the Israelites crossed the Red Sea.

The French Engineer, M. Lesseppe, is now engaged endeavouring to form a canal across this Isthmus (7½ miles) from the Mediterranean Sea to the Red Sea. It is to be walled 21 feet deep, 96 wide, and 186 feet at the water line, to flow from the head of the Red Sea to the Mediterranean at Tineh (4 c. from the Bitter Lake to Sababyar, and thence across the Isthmus to Tineh. Should this scheme be carried out it would shorten the route to India, thus:—

From	Via Suez Canal.	Via Cape.	Difference
	Miles.	Miles.	Miles.
London .....	3,100	5,950	2,850
Liverpool .....	3,050	5,900	2,850
New York .....	3,761	6,200	2,439
New Orleans .....	3,724	6,450	2,726
Amsterdam .....	3,109	5,950	2,850
St. Petersburg .....	3,700	6,550	2,850
Havre .....	2,824	5,800	2,976
Bordeaux .....	2,800	5,650	2,850
Lisbon .....	2,500	5,350	2,850
Cadiz .....	2,424	5,200	2,976
Marseilles .....	2,374	5,650	3,276
Trieste .....	2,340	5,950	3,610
Malta .....	2,062	5,800	3,738
Constantinople ...	1,800	6,100	4,300

The Egyptian Government intend to carry the railway from Suez along the African shore of the Red Sea, to a point near Cape Guardafui, then the steamers will proceed to Aden, by which *five days* will be saved, and the dangers of the Red Sea avoided.

**MOST REMARKABLE OBJECTS IN THE VICINITY,** viz.:—Mounts Sinal (the visitors to the convent of St. Catherine are at this spot drawn up in a basket) and Horeb (the whole mass is called Djebel Moses), or Moses' Mountain.

**HINTS.**—On arrival proceed to hotel; select bedroom, take a bath, and retire to rest until the refreshment is ready. Table d'Hôte at 9 a.m., 2 and 6 p.m., and always about a quarter of an hour after the arrival of the trains from Cairo. Make inquiries at the Railway Office if anything has to be paid for overweight of luggage (for if the trav-

does not make these inquiries himself, he will not receive any notice from the Company, and then his baggage will not be transferred to the Indian packet). If proceeding to Bombay, &c., he must make inquiries at the hotel as to the time the purser of the Peninsular and Oriental Company's vessel has appointed to allot accommodation to the passengers going to that Presidency, at which period he must attend in the withdrawing room of the hotel, and pay the whole amount of his passage money in *sovereigns*, which are received at Rupees 10 each; and here it must be most distinctly understood that sovereigns only will be taken—bank notes or circular notes will *positively* be declined.

The town of Suez is built on a low, sandy tract of land; its appearance is most miserable, and scarcely any object therein deserves an instant's notice. The heat in the day is oppressive, and the glare of the sun very injurious to the sight. The absence of all appearance of verdure presents one of the most desolate scenes conceivable. The traveller should use spectacles and an umbrella, to guard against a *coup de soleil*, or stroke of the sun, and wrap himself up in the evening to avoid catching cold from the heavy dew that falls at night. On no account should water be drunk at this place, for it is *absolutely* salt. Tea and coffee ought to be avoided, as they taste of the saline matter. Beautiful oranges are generally to be obtained here, and the traveller will act wisely to procure a stock of them for his Indian voyage. Should he have rested sufficiently, he may bend his way to the pier, where he will be highly amused at the manner in which the camels deposit their burdens on the ground, and will be equally astonished to find that not a single article has been injured or lost, notwithstanding the heterogeneous mass of large and small packages which have been transported across the desert on the backs of those docile and valuable animals. The traveller will find great comfort by purchasing a *mattress* and *pillow*, as he can then sleep on the deck of the vessel if he feel so inclined, and which plan he is advised to adopt, on account of the excessive heat. We then proceed by steamer.

SEA VOYAGE (Red Sea, lat. 21° N., and long. 38° E., the Bahr Malak or Salt Sea of the Arabs, 8 days).—The thermometer in July ranges from 91° to 97°; and the heat is more intensely suffocating than an overheated *furnace*, so that travellers, either climatized or unclimatized, should

not attempt to cross it (unless absolutely obliged) except from November to March. The view on quitting Suez is picturesque. Mount Sinai stands back in bold relief, and the appearance of the light sandy-coloured hills is interesting. The steamer proceeds for about 28 miles down the Gulf of Suez (with ridges of table land about 3,000 feet high on both sides) which joins the Gulf of Akaba, on the Arabian side, where both flow into the Red Sea, which forms one of the western boundaries of Asia, and is supposed to have derived its name either from the quantity of red coral found in it, or from Edom (which signifies red) which was on its eastern shore. It is remarkable for the number and size of its coral reefs, which are plainly seen at times, as the water is distinctly clear. Dr. George Bulst; LL.D., F.G.S., the learned and talented editor of the *Bombay Times*, has stated in a paper which he read at the Royal Geographical Society, "that its length is 1,280 miles, breadth 200 miles, depth 490 feet, and its contents are estimated at 800,000 cubic miles." But although English steam packets are now constantly passing and repassing, scarcely any accurate knowledge is possessed of its physical geography. It is also worthy of remark, that the intercourse between India and Europe seems to be in part restored to this its old channel. Two remarkable rocks, called the Two Brothers, are passed about midway between Suez and Aden. A short distance previous to entering the straits of Babel-Mandel (Babu 'Iman-dab, Gate of Tears, most probably so called from the number of vessels wrecked in passing through it in the earlier times of navigation), if the weather is clear, Mocha, so famous for its delicious coffee, which grows in the mountains of Yemen, can be distinctly seen. The sea at the Straits is much hemmed in by projections of land, closed in on both sides by barren rugged rocks, the distance across being only about three miles.

### ISLAND OF PERIM,

Roadstead with 6 fathoms deep, telegraph to Aden, Alexandria, Calcutta, Suez, Suakin, &c.; elevation, 245 feet; lighthouse; position half a mile from the Arabian, and 11 miles from the African coast; water scarce and brackish; provisions, bad and scanty; wine and beer, sour; climate, hot. The island is situated half way between the Red Sea and the Indian Ocean, 1½ mile long, and coaling

East India  
wrecked in  
Bunna, on  
Lights are  
the journey  
in his stock  
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*furnace*, so that tra- and the Indian Ocean, 1½ mile long, should

depot. Hotel, 3rd rate. It has an excellent harbour, well sheltered; and 40 ships of the line could anchor safely 100 yards from the shore. Sir David Baird captured it in 1798. The Hon. East India Company formed a garrison here in 1857. It still belongs to Turkey, but France has made a considerable stir about its possession, as it is a most important station, and absolutely commands the entrance of this sea, and a few ships of war stationed here could at any time close the passage—which in case of war would be done, as should the Isthmus of Suez be opened, this sea will become the commercial route between Europe and Asia. A temporary arsenal, fortifications, and store warehouses were erected, and a detachment of artillery of the Indian army were also stationed there. It is barren, but supplies, &c., can be obtained from Aden. This portion of the Overland route is by far the most dangerous and trying to climatised as well as unclimatised constitutions, and many old Indians on their return, and Europeans on their passage out, have found watery graves in this sea, owing to the effect which the climate produces on the constitution. It is so intensely hot, that although double awnings are placed over the decks, still the rays of the sun penetrate, and render the atmosphere, whilst sitting on deck from 8 a.m. to 3 p.m., almost unbearable. This is one of the principal causes why European troops were not sent overland at the first outbreak of the Indian rebellion in 1857. Rarely is there a breath of wind, the body becomes heated, and recourse is had to drinking soda water and pale ale to assuage the burning thirst which all travellers experience, whether they traverse it for the first or sixth time. Aperiient medicine should be taken a day or two before entering this sea. Sometimes, however, the weather is boisterous, and the wind blows terrifically; then there is much danger in the passage, as should the vessel be cast upon either the African or Arabian shores, the inhabitants would mercilessly plunder the ship, and lead the passengers into slavery; this has often taken place among small trading vessels. In 1859 the Peninsular and Oriental Company lost two vessels, *The Alma* was wrecked off Mooshedjerah, and the *Northam* stranded on the Shaah Baryer, but the mail agent and purser reached *Souakin* (105 miles, in an open boat), lat. 20° 54' N., long. 37° 25', about 10 miles off the main

land, 5 miles E. of the shoal where the *East India Company's* *Alce* of war, *Nautilus*, was wrecked in 1838, and 16 miles off the Gutta-el-Bunna, on which the *Emeu* ran ashore in 1857. Lights are wanted on this coast. During this part of the journey the traveller will derive much benefit from his stock of oranges, should he have provided himself with such at Suez, as recommended. An aperient draught, if taken occasionally at this time, will tend to prevent an attack of fever. The steamer now passes quickly through one of the channels, is steered towards the left in a south-east direction, enters

**THE INDIAN OCEAN,**  
passes a series of precipitous but picturesque headlands along the coast of Arabia Felix. Scarcely any vessels are passed except a few Arabian or Egyptian boats, conveying pilgrims to Mecca (population, 30,000) the resort of all piously disposed Mahometans, it being the birthplace of their prophet (Mahomet), who was driven from that city in A.D. 622, hence that epoch is called the Hegira (Flight) Mahometan era. We then steam close to the Island of Perim. Not far distant lie the Kooria Moorla Islands, which were surveyed in 1836 by Commander Haines, I.N., on which upwards of 500,000 tons of Guano lie, which is now being shipped to England by a Liverpool firm, who value it at £11½ per ton. The Island of Kuske contains five natural harbours, in which seventy ships can anchor in smooth water from September to April. Soon after which, the high blue conical peaks of Aden are discerned, and the vessel drops anchor in its roadstead.

### ADEN (Adán),

The Gibraltar of the East, lat. 12° 47' N., long. 40° 9' E., a wild, barren, and rocky peninsula, enclosed in the crater of an extinct volcano, and situated on the east end thereof, connected with the mainland by a seven-arched causeway.

Water is often very scarce, as it seldom rains oftener than once in three years, but tanks are now (1859) being erected to remedy this inconvenience. There is a *condensing apparatus*, near the port, erected by Mr. Thomas, the Peninsular and Oriental Company's agent.

FRENCH CONSUL, Henri Lambert.

HARBOUR MASTER, R. Waller.

NAVAL STATION.—One or two vessels belonging to Her Majesty's Indian naval force are always stationed here.

**NAVAL AUTHORITY.**—Resident Captain in Her Majesty's Indian naval force.

Population, 20,000, who are red-haired, squalid, and depraved. Thermometer averages 85° in July; climate not insalubrious.

**COMMERCE.**—A considerable trade is carried on with the interior of Arabia, by means of asses and camels.

**CHAPLAIN.**—The Rev. M. Badger.

**COALING DEPOT.**—Steamers take about twelve hours coaling.

**HOTEL.**—The Prince of Wales, a well-arranged, clean, and commodious establishment. Tariff—Room, Rupees 3; breakfast, Rupee 1½; dinner, Rupees 3; coffee, Rupee ½; beer, per bottle, Rupee ½; bath, Rupees 5; lemonade, per bottle, Rupee ½; soda water, per bottle, Rupee ½; Marsala wine, per bottle, Rupees 2; sherry, Rupees 3; champagne, Rupees 4; tea, Rupee 1; attendance, Rupee ½.

**SAILING VESSELS** arrive with coal from England, and then proceed to India or Australia seeking freight.

**HORSES.**—Rupees 2 per diem.

**CARRIAGES.**—Rupees 5 per diem (very scarce).

**BOAT HIRE.**—Rupee ¼ or 6d. each person, for landing and returning to vessel; the boatmen, (arrant knaves) are wild Arabs, with red hair.

The Peninsular and Oriental Company's steamers (L. Thomas, Esq., agent) arrive here outward-bound with the Bombay mails on the 1st, 10th, and 25th; with the Australian, China, Calcutta, Ceylon, Madras, Manila, Mauritius, and Reunion mails; on the 2nd and 18th of every month with those for Bombay; and sail homeward on the 3rd, 12th, 19th, and 28th of every month. The steamers sail on the 12th to Mauritius and Reunion, and arrive here therefrom on the 18th of every month.

**HISTORICAL EVENTS.**—In 1837 the Sultan of Lahege held it, and plundered a British vessel from Madras, which was cast ashore. The Indian Government took up the matter, and in 1839 captured it, and made that marauder pay handsomely for his baseness. In 1858, the Sultan of Adhlee (20 miles from it) stopped the supplies of the settlement, and the British commandant attacked and routed him.

**MOST REMARKABLE OBJECTS.**—The peculiar conical hills of barren blueish colour quartz rock, of which this place is composed, certainly indicate that they are of volcanic origin. The

Turkish Wall, where the camp of the British force is situated, lies about four miles in the interior, the side to which, from the beach, is unsheltered, and completely exposed to the burning rays of the scorching sun; to visit which the traveller should not expose himself, unless he proceeds in a covered gig or carriage of some kind, for to attempt to gallop along that road is dangerous, and likely to bring on fever, or produce a *coup de soleil*. The curious manner in which the houses are constructed and built in the sand, is worthy of notice, all being made of bamboo. The hotel is decidedly the best building here; it is situated at the edge of the beach, erected upon a kind of terrace, and consists of one immense ground floor, having a well protected verandah entirely round it. The accommodation it affords is excellent. The apartments consist of a public dining, with drawing and billiard rooms, as well as several private, bed, and sitting rooms for ladies and gentlemen, and a long bed room containing about twenty beds. The signal post is situated at the top of one of the highest conical peaks, called Signal Hill. The Coal Depot, the Vessels of War, the Bazaar at the Camp, &c., &c., are all objects of interest. The sheep with the fat tail (sometimes weighing 10lbs.) are seen here; they are found in Turkistan, Afghanistan, and other parts. The flavour of this animal is equally as good as that of any English mutton.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—There is hardly anything worthy of note in the suburbs of this place. Dr. Normandy's water distillery apparatus; monument to the 1st Bombay Fusiliers who fell at the capture of Aden. The Arabian land is seen opposite, lying quite low and even to the water's edge; but, it is unsafe for Europeans to attempt to land there, for many instances have happened of British officers going on shooting excursions to that inhospitable shore, and being obliged to make their escape promptly, they having been attacked by the Arabs, who frequently attempt irruptions into the camp, although they will bring their produce, such as fruit, rice, mutton, and coffee for sale over to Aden, from the Arabian shore.

**HINTS.**—Previous to quitting the steamer, the traveller should inquire the exact time of the packet's departure, for, although twelve hours are generally allowed for coaling at each depot, still, it frequently occurs that the supply is taken on board much sooner, in which case a gun is fired, and the

vessel steams away; but if the traveller has previously started on an exploring excursion, although he may hear the signal, still the distance he has proceeded beyond the landing place, may be too great for him to accomplish, ere the vessel steams out of the roadstead, and such a mishap would prove most seriously inconvenient to him, as he would of necessity be obliged to remain *in statu quo*, until the arrival of the next mail (a fortnight), in a strange place, without friends, money, or kit—certainly not an enviable dilemma to be placed in under any circumstances (especially if sickness should overtake him), however beautiful or interesting the locality may be. A number of Arab boats ply about the steamers, on their arrival in the offing, (fare each person, Rupee 2, or 6d.); they are manned by two and sometimes four red haired, wild looking descendants of Ishmael, (most cunning and artful knaves), and who make their frail barks dash through the briny ocean at an astonishing rate. As the distance from the principal landing place to the hotel is considerable, it is better to tell them to row to the hotel landing, the beach being entirely composed of loose sand, into which the pedestrian sinks ankle deep. The traveller will be amused with the various articles of Indian and Chinese workmanship which are exposed for sale in the store at the extremity of the hotel, which is kept by a Parsee (a Gueber, or fire worshipper), the original religion of the Persians. The founder of this sect was the Bactrian King Zoroaster, who flourished in 2059, B.C., and lived at Balk; but the Zerdusht of the Persians, the reformer of the doctrines of this religion, (whose name was likewise Zoroaster, and birth-place Balk, in Turkistan,) was the intimate friend and counsellor of Cyrus the Great, King of Persia, flourished in 568, B.C., and compiled their Bible or Zend Avesta, which contains the tenets of their creed, viz., "the belief in a Supreme Being, and the existence of an Evil Spirit, who is continually at war with the Dispenser of all Good, whose emblem on earth they consider to be the Sacred Fire," which is believed by them to have been given to Zoroaster, the Reformer, by the Supreme Being out of Heaven, and which the Magi or Parsee Priests brought away from Persia with them, at the time of their flight to India from Mahomedan persecution, where they settled at Surat, at that period a large thriving commercial city, situated in the province of Gujerat, at the entrance of the Gulf of Cambay,

in the vicinity of which immense numbers of these people still continue to reside. This Sacred Fire is contained, and kept constantly burning, being fed with sandal wood, the offerings of the pious Parsees, in a silver stove, in their Angiarree or Fire Temple, at Bombay, at which place there are no less than 114,698 (one-fifth of the entire population) of this caste. They are a most remarkably shrewd, cunning, crafty, powerful, wealthy, and money-getting people; and from their industry, perseverance, and *Assesse*, have become the most influential and powerful caste of all Western India; the whole wealth of that Presidency being almost entirely concentrated in their own hands, and at which place they exercise great influence. Their merchants are literally Merchant Princes, for while their wealth is immense, their speculations and attention to business unremitting and persevering, their hospitality, charity, and munificence are unbounded. The most opulent, as well as the most princely and charitable of their caste was the late celebrated Sir Jamsetjee Jejeebhoy, Bart. (the first native of India upon whom such an honour has been conferred), who, in 1858, assigned 25 lacs of rupees, and the mansion at Mazagon, in entail on the heirs of the title, thus leaving his successor a clear income of £10,000 per annum, a descendant of that celebrated Bactrian Chief, Djemachid, who quitted the nomadic life, and established himself and people in the vicinity of the river Oxus, who has risen to great opulence, as report affirms, from the humble occupation of a Bottlewallah, or dealer in Glass Bottles. Some of these Merchant Princes—Messrs. Cama and Co., 21, Gresham House, London—have lately established houses both at London and Liverpool, and several Parsees may now be seen daily on those Exchanges. The traveller must not pay above a fourth part of the price asked for anything at Aden; and indeed, if he acts prudently and economically, he will abstain from making any purchases until his arrival at his destination, where the same articles may be obtained at a quarter the rate asked, and without the trouble of conveying them with him. Should his destination be to either of the other Presidencies, he must take passage in the Peninsular and Oriental steamers to Madras or Calcutta, which leave this place on the 10th and 25th of each month, with Her Majesty's Mails; if, however, he is on his homeward journey, and has arrived from Bombay, those stea-



mers leave this for Suez on the 2nd, 11th, 18th, and 28th of every month, in which passage can be taken either for Sues, Alexandria, Malta, Marseilles, or direct to Southampton, and the heavy portion of his baggage conveyed direct to the latter port, without the annoyance and expense of his having to take it with him through France, Italy, or Germany, as his route may have been selected; and this plan he is most strongly advised to adopt, merely taking with him a small portmanteau, or tourist's bag. The water is far from being good here, and should be avoided as much as possible; pale ale, soda water, and oranges being taken as substitutes. Passengers for Bombay must change here, and embark on board the Peninsular and Oriental Company's steamer, which leaves on the 2nd and 18th of every month, and also if going to the Mauritius, the Packets for which also leave here on the 12th.

Those proceeding to Bombay perform a Sea Voyage (8 days in steamer).—The appearance of Aden on leaving the roadstead is rather pleasing, as its bold blue conical peaks are seen receding in the distance, and the bamboo huts vanish from the eye. No glimpse of land is obtained until the steamer nears the harbour of Bombay (but not so named from the Portuguese words *bom* ("good") and *bahia* ("bay"), as generally stated, but from *Mumbala* (the name of a place in Guzerat), and which the English obtained in the year 1662, it forming part of the dowry of the Princess Catherine of Portugal, who was married to Charles II. in 1660. It is approached soon after passing some rather dangerous dark coloured rocks, on which several large vessels have been wrecked, and many lives lost.

We now approach

## INDIA.

This extensive empire, which lies between 8° 4' and 36° N. lat., and 99° 30' E. long., comprises all the countries situated between the mountains of Tartary and Thibet on the north, Bootau, Assam, and the Bay of Bengal on the east, the Indian Ocean on the south, and the same ocean and Persia on the west. It is divided into four great divisions, viz.: Hindostan Proper (Hindoo, "black," Persian, and Stan "country") which includes the provinces of Bengal, Bahar, and all the portion of the country which lies to the north of the river Nerbudda.

The Deccan (south) which contains the provinces of Candesh, Dowlatabad, Visiapoore, the north part of Golconda, Berar, Orissa and the Circars. The Peninsula, which comprises the whole tract south of the river Kistna, and the north western provinces, with the Punjaub (five rivers), Cabool, Scinde (new Egypt), Bhawalpore, and all the states between Candahar and Allahabad. These divisions are about 2,000 miles long, 1,600 broad, contain nearly 1,300,000 square miles, and are subdivided into four Presidencies, viz., BENGAL, capital Calcutta (*Kali*, "goddess," and *cuttah*, "temple"). Population, 69,710,071; area, 220,312 square miles. MADRAS, capital Madras, population, 13,508,535; area, 141,923 square miles. BOMBAY, capital Bombay, (which derives its name from *Mumbaya*, and not as erroneously supposed from *Bom*, "good," *Bahia*, "bay," Portuguese), population, 6,251,546; area, 59,438 square miles. THE NORTH WESTERN PROVINCES, capital Agra, population, 19,733,742; area, 51,861 square miles. The entire population may be reckoned at 180,884,297, and its area, 1,466,576 square miles. The country consists of extensive plains, fertilised by numerous rivers, and interspersed with a few ranges of hills. The vegetation is luxuriant, and the chain of mountains the loftiest in the world, the highest of which (the Himalaya), is about 27,000 feet above the level of the sea, and their formation gneiss. The climates and seasons are considerably diversified, owing to the difference of latitude and local situation.

THE POSSESSIONS OF THE TRIBUTARY AND INDEPENDENT STATES IN INDIA ARE:—

STATES.	Area in Square Miles.	Population.	Capitals.
The Nizam's Dominions.....	90,000	10,000,000	Hydrabad
Kingdom of Nepal.....	53,000	1,500,000	Katmandoo
Rajahship of Berar.....	60,000	3,000,000	Nagpore
Scinde.....	38,000	4,300,000	Hydrabad
The Gulcower.....	35,000	2,500,000	Baroda
Rajahship of Rajpootana.....	100,000	7,000,000	Rhadpore
Chieftainship of Kattiwar.....	10,000	1,488,900	Amurelli
Rajah of Sattara.....	11,000	1,500,000	Sattara
French Possessions.....	500	300,000	Pondicherry
Portuguese Possessions.....	1,200	500,000	Goa

Its productions, manufactures, &c., are sal-amoniac, muslins, calico, diamonds, indigo, opium; raw silks, cotton, sugar, spices, drugs, wrought silks, Cashmere shawls, rice, pepper, gold, saltpetre, cinnamon, castor oil, samu, tea, coffee, oilseeds, cardamans, ginger, capsicum, cumin, turmeric, pearls, chintzes, teak, tobacco, sandal wood, &c., hemp, flax, borax, lapis lazuli, bezoar, iron, copper, coal. The mean temperature of the coldest

month is about 52°. That of the warmest 140°. The beauties of the scenery and architecture are *proverbially grand*, and the Himalayas, West Ghats, Nilgiri Hills, Cataracts of Gairsoppa, Godak, &c., Falls of Kaveri, Cave Temples, Cyclopean Tombs, Pagodas of Southern India, Taj Mahal, and the public edifices of Agra, Benares, Calcutta, and Delhi, fully justify that assertion, and will amply reward the traveller for the toll and labour of so long a journey.

The rainy season (monsoon) in Bengal begins in July, Madras in October, and Bombay in June. The hottest month in Bengal and Bombay is May, and Madras, June.

Cocoa nut, papaw, mangoes, pine apples, plantains, pomegranates, pumplinosees, jacks, custard apples, leeches, guavas, melons, oranges, lemons, limes, grapes, soursops, almonds, gooseberries, strawberries, tamarinds, plums, figs, dates, citrons, loquats, potatoes, cabbages, yams, cucumbers, brinjals, peas, beans, salads, artichokes, celery, beet root, cauliflowers, nell-coll, mangosteens, jamroot, &c., all thrive well in this country. Antelopes, shiagushes, ponies, mules, sheep, Arabian camels, elephants, apes, monkeys, wild boars, bears, wolves, foxes, jackals, hyenas, leopards, panthers, lynxes, buffaloes, musk weasels, bandicoots, snakes, Hons, rhinoceros (with one horn), tigers, &c., abound throughout this extensive territory.

Magnificent temples and ruins are scattered all over the empire. The inhabitants are generally indolent, crafty, subtle in the highest degree, and divided into various castes and sects, among which may be enumerated :

The Brahmans (who recognise a supreme being in Brahma); the Jainahs (who profess a modified Buddhism); the Sikhs (who profess a religion which is a mixture of Brahminism and Islamism); the Mussulmen (who follow the doctrines of Mahomet); the Thugs (who believe their infamous robberies and murders to be under the protection of a Deity); the Parsees (Parseis, a rich and most powerful caste, who follow the doctrines of Zoroaster, the worship of the ancient Magi, and whose influence in Western India is powerful and increasing); the Hindoos (Hindus who follow the doctrines of their sacred books, the Vedas, Vuranus, &c.)

The first notice that historians appear to have of this vast empire (the native name of which in the

Sanscrit language is Bharuta, but whose proper appellation should be Melhyama, the first monarch of which was Bharut) is in the year 2168 B.C. when Menu legislated in this kingdom, and who appears to have been a contemporary with Menes, who founded the Egyptian monarchy, and enacted laws, if it were not that monarch himself. In 1772 B.C., the great Sesostris, king of Egypt, invaded it. The Bactrian and Median kings seem to have passed through it, and to have encouraged their subjects to carry on an extensive and lucrative trade with this empire, by means of caravans, and the Persian Gulf, *via* the Route which it is in contemplation to re-open by means of the Euphrates Valley Railway. In 522 B.C., Darius Hystaspes, king of Persia, marched against its inhabitants. In 325 B.C., Alexander the Great, king of Macedon, invaded Western India, penetrated into Afghanistan, the Punjab, up to the river Hyphasis (Beas), and crossed the Indus at Taxila (Attock). Upon the death of this monarch India appears to have fallen to the share of Seleucus (at the partition of Alexander's empire) who visited it in 300 B.C. In 170 Antiochus the Great made an irruption hither prior to his attempt to exterminate the followers of the Zoroastrian creed (the Parsees). This empire, after his unsuccessful attack, seems to have become quite a dead letter with historians, until 1000 A.D., when the Mahometans, under Mahomed of Ghizni made an irruption into it. In 1194 A.D., Mahommed Ghorl, penetrated as far as the city of Benares, which incursion was followed in 1221 A.D., by the invasion of the Tartar Khan, Genghis, who does not appear to have passed the Indus. In 1389, the Mongol Tartars, under Tamerlane, invaded it and reached Delhi, which they plundered. In 1493 the king of Portugal (John II.) commanded Bartholomew Diaz to explore the coast of Africa, who doubled the Cape of Good Hope, and thus opened this extensive country to Europeans, and in 1497 Vasco de Gama reached Calicut on the 22nd May, 1497. In 1525, its entire conquest was effected by Sultan Baber, one of the descendants of Tamerlane, and the founder of the Mongol dynasty, from whom the empire was named the Mongol, and he himself styled the Great Mongol. He was succeeded by his grandson Akbar, who reigned from 1555 to 1605, with much wisdom and discretion, and greatly enlarged his dominions.

In 1600 Queen Elizabeth granted the first charter to the Honourable East India Company, for fifteen years, and their expedition, consisting of five ships, sailed from Torbay on the 13th February, 1601, and reached Acheen (Sumatra), on June 5th, 1602. In 1609 the Company's charter was renewed by James I., and in 1612 the Company obtained from the court of Delhi permission to establish a factory at Surat (on the river Taptee, 147 miles north of Bombay); in 1640 also the grant of five miles of territory along the shore, and one mile inland, with permission to build Fort St. George, Madras, which in 1688 was raised to the station of a Presidency. In 1688 Bombay, which the English had then acquired by the marriage of Charles II. with Catherine of Portugal, was given over to the Company, became a Presidency and the seat of their government, which had previously been at Surat.

The Emperor Jehangire (his son) received Sir Thomas Roe, the first English ambassador. In 1658 Aurungzebe, his son, dethroned his father, and reigned from 1658 to 1707: during this period the Mongol empire attained its full extent, which was at this period about 25 degrees in latitude, and 25 in longitude; and the revenue at his command amounted to about £160,000,000 sterling. His successors were all weak princes.

In 1693 Calcutta and two adjoining villages were obtained, with the right to exercise judicial power over the inhabitants, and to erect fortifications, which were soon constructed, and received the name of Fort William. This was also erected into the Presidency of Bengal. After the death of Aurungzebe a number of weak princes succeeded each other, during whose government, in 1717, privileges were obtained from the native authorities which rendered the East India Company nearly independent, and which may in truth be regarded as the first great Charter of the English in India. Owing to the intrigues of the Nizam of the Deccan, Nadir Shah, the Persian usurper, invaded this empire in 1738, when Mahommed Shah was on the throne. During the reign of his successor, Achmed Shah, the empire fell to pieces, and nothing remained to the descendants of the great Tamerlane but the territory and city of Delhi. In 1746, La Bourdonnais, the French governor of Mauritius, took Madras from the English, which was restored at the Peace of Aix-la-Chapelle. In 1749, by the death of Nizam-al-Mulk, the vice-royalty of the

Deccan descended to Nasir-Jung (his son), and the Carnatic was governed by Anaverdy Khan; two pretenders appeared, and their claims were supported by the French governor of Pondicherry (Dupleix). A successful battle was fought. Mirrappa Jung succeeded to the Deccan; Chunda Sahib to the Carnatic. Anaverdy Khan was slain, and his son Mahommed Ali (the Nawab of Arcot) was put to flight. Dupleix became governor of India from the river Kistnah to Cape Comorin: he was, however, superseded, and returned to France, and then that country lost for ever the opportunity of holding the vast empire of India. In 1749, the Rohillas defeated the last Imperial army. The Iats (Hindoo Tribe) founded a separate state in Agra, Oude was seized by Mahommed Kooli, the Mahrattas took possession of the Deccan, Malwa, Guzerat, Berar, and Orissa, and the Mongol empire became merely nominal. In 1758, Achmed Shah was deposed, and Colonel Clive (Lord Clive) proceeded against Chunda Sahib in the Carnatic, who after maintaining himself in the island of Seringam, surrendered, was put to death by a faithless Tanjorene, into whose hands he fell, and then Mahommed Ali was again placed on the throne. In 1756, the settlement and fort of Bengal were captured by Surajah Dowlah (Nawab of Bengal), who was dethroned by Colonel Clive, Mir Jaffer was placed on the throne, and the French dispossessed of their settlement at Chandernagore. In 1760, Achmed Shah's successor was murdered, and was succeeded by his son, Shah Alum (who then became dependent upon the English). Hostilities then began to spread all over the Coromandel coast. In 1761, Masulipatam was captured by the English; Pondicherry in 1762. In 1765 the Nawab of Oude and Shah Alum made an attempt to depose Mir Jaffer (who was seated on the throne of Bengal), but Colonel Clive defeated them. Mir Jaffer, however, intrigued with the Batavian government, who sent seven large ships to the Hooghly to force a passage. These vessels were taken by the English. That prince died in 1765, and Nussussah Dowla, his son, succeeded in 1766. The Northern Circars resigned. In 1767, the Presidency of Madras was reduced to extremities by Hyder Ali (Sultan of Mysore), but peace was concluded with that prince in 1769. In 1772, Warren Hastings became Governor of Bengal, and he aided the Nawab of Oude to subjugate the country of the Rohillas, a

gallant Affghan race. In 1773, an Act of Parliament was passed which made the Governor-General of Bengal Governor-General of all India. These new regulations enacted by this measure concentrated the government of India. In 1774, hostilities broke out with the Mahrattas, owing to the Presidency of Bombay having afforded assistance to a pretender against the Rajahs of Berar. Those tribes occupying the west coast had risen upon the decay of the Mogul empire, and were now powerful in Tanjore, Berar, and Guzerat; their Pelahwa resided at Poonah, and his authority extended to Auringabad and Besapore. In 1779 these tribes formed an alliance with Hyder Ali, and their united army, commanded by French officers, shook the British power in Southern India, and a French expedition threatened the Coromandel coast. For upwards of two years Hyder Ali maintained his position in the Carnatic, but Sir Eyre Coote, in 1781, defeated him at Porto Novo and Pollalore. In 1782 peace was concluded with the Mahrattas, and the English obtained the exclusive right to trade in that part of India. In 1783 Mr. Fox brought in his bill for the better administration of affairs in India, which was rejected. In 1784 peace was restored between England and France, which led to the termination of the war between the British and Tippoo Saib (the son and successor of Hyder Ali), which took place at the peace of Mangalore. In this year Mr. Pitt brought in his Indian bill, the Board of Control was established, and the India trade obtained a considerable importance, owing to the immense consumption of tea from China. In 1785, the celebrated impeachment of Warren Hastings took place. It lasted several years, and ended in his acquittal. In 1790, Tippoo Saib attacked the Rajah of Travancore, an ally of the English, who took the field in connection with the Mahrattas, conquered Bangalore, but was repulsed from Seringapatam. In 1792, another expedition was undertaken against it, but peace was concluded under its walls. Tippoo Saib resigned half his territories, and agreed to pay a large sum, his two sons being left as hostages until the amount was paid. In 1793, the charter of the East India Company was continued until three years' notice after March 1st, 1811. In 1796, a rebellion took place in the East India army, and the Governor-General, Lord Teignmouth was recalled. On the arrival of Lord Mornington (the Marquis of Wel-

lesley), hostilities were commenced against Tippoo Saib (to whom Bonaparte had intimated his intention of subverting the English power in India). General Harris attacked Seringapatam, which was invested, took it by assault, in which the Sultan himself was slain, divided his kingdom, and placed a British vassal on the throne. Tanjore was soon taken, its Rajah made prisoner, the whole of the Carnatic captured, and British authority then became supreme, from the river Kistnah to Cape Comorin. In 1803 a war broke out with the Rajahs of Berar, which ended successfully for the British, who pushed their conquests towards the north, captured Agra, and took possession of Delhi (the capital of the great Mogul). These victories obtained for them most advantageous terms, which, together with the island of Ceylon, ceded to the English at the peace of Amiens, extended the East India Company's possessions over all the Eastern and the greater part of the Western coast of India. On the rivers Ganges and Jumna, as far as Delhi, notwithstanding peace, war was renewed against Holcar, the Mahratta chief, on account of having infringed on the English territories, and expelled the Sovereign (Pelahwa) of Poonah. Arthur Wellesley (Duke of Wellington), Lords Lake and Harcourt, completely routed that chief, his ally the Rajah of Bhurtpoor, and effectively destroyed all French interest in the Peninsula. In 1806, Shah Alum died, and was succeeded by Akbar Shah (his second son), and the Honourable East India Company now became the virtual rulers of this vast empire. His successor, Bahadur Shah, lately resided at Delhi, receiving, in public and private, homage which belonged to his station, but possessing not the shadow of power, and having a monthly stipend of £3,000, or 80,000 rupees, allowed him by the Honourable East India Company. He was in 1857 proclaimed King of Hindostan by the Bengal mutineers. In 1811, an Act was passed continuing the charter of the East India Company till three years' notice after April, 1831, and opening the trade between the United Kingdom and India, from April, 1814, under certain restrictions, and the b'shopric of Calcutta was created. In 1814, disputes arose between the Rajah of Nepal and the British. This mountain war was not successful, but a peace was concluded in 1816, owing to the victorious advance of General Ochterlony, the contested districts and mountainous passes were ceded

to the English, and their territories approached those of China. In 1817, the Pindarees (hordes of freebooters) tried to form a junction of their forces with the Mahrattas. They were, however, annihilated, an accession of territory obtained, the Indus became the boundary of the British possessions, and the power of the Mahrattas was destroyed. In 1824, the Burmese (a nation extending along the Eastern side of the Bay of Bengal) made an incursion into the British frontier. Its principal seaport, Rangoon, was attacked and captured. In 1826, hostilities were again commenced, and the British being victorious, obtained the annexation of the provinces of Aracan, Mergui, Tavoy, and Zes, together with a large amount of money, as an indemnification for the war. The Burmese eluded the terms of this treaty; Rangoon was again taken, and their king made to ratify the treaty of Ava. In the same year the fortress of Bhurtpoor was captured, the usurper made prisoner, and the lawful prince established on his throne. In 1833, an Act was passed, continuing the charter of the East India Company till April 30th, 1854, the exclusive trade to China to cease from April 22nd, 1834. The Presidency of Agra was created, the Biahoprics of Bombay and Madras founded, and St. Helena, which had remained in possession of the East India Company ever since 1600, with the exception of a short period, when the Dutch took it from them, given over to the British Government. In 1841 Lord Auckland, then Governor General, owing to the intrigues of the Russian government, resolved to interfere in Afghanistan, depose Dost Mahommed Khan, and place Shah Sujah on that throne. An insurrection broke out at Cabool, when Sirs W. H. Maenaughten and A. Burnes, the political residents at that court, were most basely and treacherously killed. In 1842 the British troops were obliged to retreat, and the whole army, with the exception of Dr. Brydon, killed or captured. Lord Ellenborough then became Governor General, and Generals Nott and Pollock reached Cabool, released all the English prisoners, and evacuated Afghanistan. In 1844 Lord Ellenborough was recalled, and was succeeded by Sir Henry Hardinge (Lord Hardinge); in 1844 the Punjab passed into the hands of Shere Singh (son of Runjeet Singh); in 1849 the Amers of Scinde were deposed by Sir Charles Napier, and the whole country (24,000

square miles, with a population of 1,000,000), became subject to the British nation. After which the Marquis of Dalhousie held the Governor-Generalship, when another Burmese war broke out, but peace has been restored. In 1854 the East India Company's charter was again renewed, by Act of Parliament, the purport of which is still fresh in the minds of the public. In 1857, Lord Canning was appointed Governor-General, during whose administration a rupture with Persia took place, owing to that power having seized upon Herat, and a British force has taken possession of Bushire in the Persian Gulf, and also of Mohammerah, considered by the Persians as impregnable, but a peace has been signed and ratified. In May, 1857, the Bengal Native troops stationed at Meerut rebelled against the Indian Government, killed their officers, and committed the most diabolical atrocities, under the pretext that their caste privileges had been infringed upon by their being compelled, after they had remonstrated, to use cartridges greased with beef fat, which to them is an abomination, and that by such compulsion the subversion of their religion was aimed at by the Indian authorities. That such was not the real cause of the revolt has been clearly demonstrated by the written documents discovered, and the personal evidence adduced, which leaves no doubt but that this military (for such it purely has been), conspiracy was the result of a well-laid and secretly-organised plan, (as the previous passing of cakes from regiment to regiment, a long time ere it broke forth, confirms), covertly fostered and encouraged by foreign agency, not only to destroy all the Europeans in the country, but to carry out, for the development of foreign ulterior purposes, the plans and views of those native princes, both in England and India, who were well known to be hostile to the Indian Government, as also those of the deposed kings of Delhi and Oude, the former of whom was captured by Capt. Hodgson, B.N.I., together with his two sons and grandson (who were executed), at the tomb of the Emperor Humayon. It was intended to banish the King to the Andaman Islands, but he has been sent to Tounghoo, near Rangoon, and his jewels were in February, 1859, put up to sale by public auction, at the rooms of Messrs. Hamilton and Co., Calcutta. In 1857, the Queen Mother of Oude, the young Prince, his uncle, General Bahadoor, the Oude

Minister of State, an Interpreter, and a numerous suite, arrived in England. In 1858 that Princess and the uncle died, and were both interred in the Mussulman's Cemetery at Paris. The young Prince returned to India. The King of Oude became a state prisoner in Fort William, Calcutta, from which he was released in 1859, and now resides at Garden Reach; and one of their emissaries, the self-styled Bishop of Bagdad, Syed Hossein Shubber, was lodged in Calcutta gaol, on the 16th August, 1857; the King of Delhi calculated much on the prestige which is attached to his name all over the empire as the descendant of the Great Mogul, both among Hindoos and Mahometans, and the latter on his influence over the Sepoys, on account of his having reigned over Oude, which has been for ages the strong recruiting ground of the Sepoy army. Hence it became a *chef d'œuvre* of native policy to re-establish another Mogul empire. The mutineers, after leaving Meerut, proceeded "en force" against Delhi, which they took. There they were joined by several other regiments, and finding that city well fortified, and amply supplied with provisions, arms, and ammunition, they proclaimed the king of Delhi king of Hindostan, established a form of government based upon that of Bengal, having a Council composed of the king, with the title but not the slightest substance of royalty, a commander-in-chief, and several other members, composed exclusively of military officers, as we learn from the revelations of a native Christian drummer, who was involuntarily compelled to perform the various functions of his office in the rebel army, in which officers were saluted and respected as if they still belonged to the Indian Government, and royal salutes were fired in honour of the new King of Hindostan and his worthless family, all of whom were equally as mercilessly cruel as the Sepoys, in their treatment of all Europeans. This place they held tenaciously, notwithstanding the approach of the Hon. East India Company's troops, until it was assaulted by the victorious troops under General Sir Archdale Wilson, who assaulted and captured it on the 14th September, 1857, after General Nicholson had just obtained the brilliant victory of Nujuffghur in August, and on the 23rd of September the whole of Delhi was recaptured, after a most obstinate defence. The Hon. East India Company rewarded him with a pension of 1,000*l.* per annum, and also granted to Mrs.

Nicholson, the mother of General Nicholson, (who, as well as General Anson, died at Kurnaul, of cholera), and General Barnard, who fell before Delhi, an annuity of 500*l.* per annum each; and on the 29th, at the village of Dagahale, 40 miles from Delhi, Captain Hodgson took the King of Delhi, but with mistaken policy guaranteed the old hoary miscreant's life, and shot two of his sons and his grandson, Aboo Bukkur. Two others have been since captured and executed. From the commencement of the rebellion to June 1857, no less than 200 cities were occupied by the rebels, fifty-three treasuries of which were plundered of silver amounting to upwards of five millions of pounds sterling. In June, the rebels under the command of that cruel miscreant, Nena Sahib, the self-styled Peishwa and Rajah of Bithoor, took Cawnpore, and massacred in a most barbarous manner the entire European population. At length the head of this formidable rebellion has been crushed, and now that a large army (100,000 strong) of British troops has been concentrated in India, it is most confidently expected that the country will soon resume a state of tranquillity. The rebels (1859) muster in large numbers within the fastnesses of the Nepal Forest, but disease is gradually reducing them, nevertheless the Nana (Sahib) and the Begum command a large force. On the 1st September, 1858, Her Majesty took possession of the government of India, the administration of which is now conducted by a Secretary of State (Sir Charles Wood, Bart.), two Under Secretaries (Herman Merivale, Esq., C.B. and Thomas G. Baring Esq., M.P.), Assistant Secretary (James Cosmo Melvill, Esq.), and 15 members of Council, Sirs James W. Hogg, Bart.; John Lawrence, Bart.; viz., Frederick Currie, Bart.; Henry Montgomery, Bart.; Proby Cautley, Knight; Robert J. Vivian, Knight; Colonel H. Durand, C.B.; Messrs. Willoughby, Arbuthnot, Prinsep, Mangles, McNaughten, and Mills; Captain Eastwick and Sir Erskine Perry, Knt. The Military Secretary for India is Col. W. E. Baker, Bengal Engineers.

1859. The European troops who composed the East India Company's forces, considering that according to the articles of enlistment they could not be legally transferred to Her Majesty's service without previous re-enlistment, have, to the number of 10,000, accepted their discharge from the service, and thus this empire is deprived of the benefit of a large climatized force, most of whose non-commis-

sioned officers were men of great experience, having held civil appointments.

1860. The native army is to be disbanded as the period of enlistment expires, and the service to be amalgamated with the line; that is, the whole army is to become British.

REFERENCES.—Diodorus—Strabo—Pliny—Justin—Turner—Tytler—Coxes—Brookes—Stoqueler—Mill—Marsham—Elphinstone—Alison—Orme—Wilson—Macfarlane—Heber—Murray—Gleig—Edinburgh Cabinet Library—Herodotus—Arrian.

If the packet make the harbour in the day time, the view is exceedingly picturesque, for as soon as the roadstead is neared the fort lies with its numerous buildings on the left; on the right are the beautiful verdant hills studded with bungalows, whilst far in the distance are to be seen the superb Ghauts, towering to the skies. As soon as the steamer is discerned by the look-out at the flagstaff on the top of the light-house, situated on the small island of Colaba (now joined to Bombay by a causeway), a gun is fired, and the mail signal hoisted up to its peak, which is then telegraphed all over the island from the different signal-posts, and by electric telegraph to Madras and Calcutta. This island is now formed into a sanatorium, the troops having been removed to Poona. Should the vessel, however, make this port at night, as it approaches the guard-ship, (on board of which is kept the reserve crews of the East India Navy), it generally throws up two blue lights, which are answered by that vessel. A gun is fired, and she then proceeds steaming up to the anchorage. The mail is landed immediately, after which passengers are permitted to go on shore. The landing is easily effected in bunder boats, which are large, commodiously arranged, and well manned. The ascent to the city is up a flight of stone steps, called Apollo Bunder, which extend to a small platform, on which is placed a formidable battery of artillery. Palanquins are at hand to convey the travellers to the hotels in the fort, the road to which is most wretchedly lighted with a few old-fashioned oil lamps, similar to those formerly used in England, but gas is about being introduced. As the traveller rounds the corner to enter the fort, he passes the gates of the Dockyard. Close to this spot, in 1851, was killed the gallant Commodore Hawkins, of the East India Navy, in consequence of having been thrown from his carriage. The baggage is left on board until

the following morning, when it is examined by the custom house officers and sent on shore, and travellers must repair to the Custom House to obtain it.

## —† BOMBAY,

THE LIVERPOOL AND MANCHESTER OF INDIA (Malabar Coast, belonged to the English since 1662.) Population, 675,000. In 1716 it was only 160,000.

HOTELS.—British, Hope Hall, at Mazagon (four miles from the fort), Lenden, Albion, and Adelphi, near the Byculla Railway, 2½ miles. The Clarendon, at Byculla, good. Tariff—Rupees 5 per diem, for board and lodging, which includes small bed-room, use of general apartment, coffee at 6 a.m., breakfast (déjeuner à la fourchette), 10 a.m., tiffin (luncheon), 1 p.m., dinner, 7 p.m. All wines, spirits, pale ale, soda water, &c., are charged extra. Pale ale, per bottle, Rupee 1; soda water, per bottle, Rupee ½; brandy, per bottle, Rupees 2; wine, sherry, and port, Rupees 2.

Budgerow-Boats, Rupees 5 per diem; hire of shigram or carriage, Rupees 5 per diem; hire of horse, Rupees 3 per diem; hire of palkee, Rupees 1½ per diem; hire of palkee, Rupees 30 per mensem, hire of palkee, each turn, Rupees ½; hire of boat for landing from vessels, Rupee ½ per person; buggies, like old-fashioned London cabs, ply for hire about the fort—tariff, Rupee ½ per turn; coolies, who carry parcels or goods, ½ Rupee each per diem.

Bullock train to Agra, with passengers, in 10 days—Naval Station of the Indian Navy. Head Quarters of the Bombay Army.

English Physician, Dr. Yull; English Chemists, Treacher and Co. Swedish Consul, J. G. Volkart, Esq. The Bombay Bar—Chisholm Anstey, Esq., sworn in a member in 1860.

AMUSEMENTS.—Theatre, concerts, nautch (native) dancing, native festivals.

BOOKSELLER—(Bradshaw's Guide Office), Thacker and Co.

CONSULS.—French, M. Jules Barthelemy; Persian, Consul resident.

MONSOONS (rainy season) commence about 10th June and end about 10th October; hottest months, April and May—average heat 96° to 100° in the shade; coolest month, January.

Thermometer—Lowest range, 52°; highest range 140°.

CLOTHING TO BE WORN—From April to June, white cotton clothes. From November to March, thin woollen.

ASSURANCE COMPANY—The Colonial (Cardwell, Parsons, and Co.)

EUROPEAN BANKERS—Messrs. Forbes and Co.,  
Wallace and Co. Peninsular

Dak Travelling, 8 annas (1s.) per mile. See  
"Bradshaw's Handbook to Bombay."

HISTORICAL REMINISCENCES.—In 1858, a violent  
shock of an earthquake was experienced. The

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page 133.

Bullock train to Agra.

DAWKES.—See Table of Distances.

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MOST INTERESTING OBJECTS AND PLACES IN THE  
VICINITY, viz.:—Parell (distant four miles, where



sioned officers were men of great experience, having held civil appointments.

1890. The native army is to be disbanded as the period of enlistment expires, and the service to be

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the following morning, when it is examined by the custom house officers and sent on shore, and travellers must repair to the Custom House to obtain it.

— † BOMBAY

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having been thrown from  
is left on board until

CLOTHING TO BE WORN—From April to June,  
white cotton clothes. From November to March,  
thin woollen.

**ASSURANCE COMPANY**—The Colonial (Cardwell, Parsons, and Co.)

**EUROPEAN BANKERS**—Messrs. Forbes and Co., Wm. Michael and Co., Wallace and Co., Peninsular and Oriental Steam Packet Company's Agent—John Ritchie, Esq.

**PRICE OF SPECIE**—Sovereigns about Rupees 10 4 Annas; bank notes Rupees 10 per £.

**Office hours** in this presidency, from 10 a.m. to 4 p.m.

The Khoja and Mahomedan merchants have both formed joint stock companies, to open firms in London.

**RAILWAY** to Byculla, Mahim, Cooria, Bhandoop, Tannah, Perseek, Callian, Titwalla, Wassind. Trains several times, daily, see page 139. Station at Boree Bunder. From Boree Ghant to Khandalla, Poonah, and Sholapore, 315 miles from Bombay. Bombay, Baroda, and Central Line, opened from Amrolee to Unclesur, 30 miles.

**STEAM PACKETS**.—Peninsular and Oriental Company's vessels arrive here *outward-bound* from Aden on the 11th and 26th, and on the 6th and 2nd of every month from Amoy, Australia, Ceylon, Hong Kong, Manila, Mauritius, Penang, Réunion, Singapore, and Shanghai, and sail *homeward-bound*, *via* Aden, on the 12th and 52th, and *via* Ceylon to Amoy, Australia, Hong Kong, Manila, Mauritius, Penang, Réunion, Singapore, and Shanghai, on the 1st and 16th of every month. Overland mails are made up at the General Post Office, every fortnight; to Madras, Calcutta, &c., daily; Bombay Steam Navigation Company's vessels to Kurrachee and places on the Indus, Goa, Cochin, Calicut, and Colorubo.

**NEWSPAPERS**.—The *Government Gazette*, *Bombay Gazette*, *Telegraph*, *Bombay Times* (Dr. Bulst's paper), *Standard*, *Indian Banner*, *Iris*, and several other publications.

**MAGAZINES**.—The Parsee Religious Magazine. The Hindu ditto. The Guzerat Tract and Book Society printed, in 1860, 854,800 pages, and 17,851 books. The *Griyandipak*, "Lamp of Knowledge," an excellent periodical.

Electric Telegraph to Madras, Calcutta, Ceylon, Kurrachee, and all the principal cities in India; see page 183.

Bullock train to Agra.

**DAWS**.—See Table of Distances.

Dak Travelling, 8 annas (1s.) per mile. See "*Bradshaw's Handbook to Bombay*."

**HISTORICAL REMINISCENCES**.—In 1858, a violent shock of an earthquake was experienced. The railway labourers employed by Mr. Faviell on the Ghat railway, between Cooney and Khandalla shot an European overseer (Mr. Curran), of whom 300, chiefly *Mhango*, were captured, but the others escaped to Batiara. In April, that celebrated philanthropist, Sir Jamsetjee Jejeebhoy, Bart., aged 76, died, and his will was proved under 8½ millions sterling. 1860: Sir Cursetjee visited England, and made a tour of the United Kingdom.

**BANKS**.—Agra, Bombay, Oriental and Commercial.

**MOST REMARKABLE OBJECTS, viz.**:—Fort (after Vauban's first system), Mint, Town Hall, St. Thomas' Church, Dock Yard, Custom House, Barracks, Bazaars, Secretariate Office (all within the fort), Elphinstone College, Esplanade, Scottish Church, Grant Medical College, New Dispensary, Jamsetjee Jejeebhoy's Parsee Benevolent School, Hospital, Byculla Boys' and Girls' School (about being removed to Poonah and Poorundher), Byculla Church, Bombay Educational Press, Nourjee Hill, Mazagon Viaduct, Tanks, Bishop's House (Byculla), Sudder Adawlut, Small Cause Court, Supreme Court, Ice House, Cotton Screws, Post Office, Monument to Lord Cornwallis on the Esplanade, Gunpowder Works (Mazagon), United Service Institution, opened in Oct., 1860, Masonic Lodges, Theatre, Bombay Asiatic Society and Museum, Cathedral, with Chantrey's monument of W. Babbington, B.C.S.; Roman Catholic Churches and Chapels, Catholic Schools, Byculla Club House, Horse Bazaar, Dog Hospital, Mosques, Hindoo Temple, Parsee Angiarree, or Fire Temple, Colaba Churches, Observatory, Light-house, Lunatic Asylum, Cemetery, Barracks, (now converted into a Sanatorium), Sir Jamsetjee Jejeebhoy's School of Industry, Parsee Priest's Residence, Railway Terminus, Castle Water Works, Cotton Mills, 23,566 spindles, and 240 looms at work, Fort Proprietary School, Oriental Spinning Company, Khoja Mahomedan School, Parsee Ladies School, and first class seminary, under an English governess, Sailors' Home, Law School, Wellington Fountain, Fortifications on the middle ground, Caranjorh Shoal, Butcher Island, Oyster Rock, manned with Armstrong guns, &c.

**MOST INTERESTING OBJECTS AND PLACES IN THE VICINITY, viz.**:—Parell (distant four miles, where

the Governor resides, and for some time the abode of the late Duke of Wellington), the villas and mansions of the wealthy natives and European merchants in the beautiful suburbs of Colaba, Mazagon, Girgaum, Malabar Hill, Breach, Candy, and Chingpoojey, Back Bay, where the Elphinstone Docks are being constructed, and the building of a row of houses from Colaba to Malabar Point. The Tower of Silence (the Parsee burial-place); here it is that the bodies of the whole of this caste, dying in Bombay or its vicinity, whether of high or low degree, are laid upon an iron grating and devoured by the vultures. The Mahomedan burial grounds. The British Cemetery at Girgaum. The Botanical Gardens, School of Industry, Peninsular and Oriental Company's Dock Yard at Mazagon. The magnificent mansion of Sir Jamsetjee Jeejeebhoy, now made the hereditary seat of that family. The villages of Sion, Mahim (celebrated for its oysters), with the beautiful Catholic Churches (the work of the Jesuits, when this place was under the dominion of the Portuguese). Salsetie, the Ghauts, the Causeways of Colaba and Sion, the caves of Elephanta, on the small island of Elephanta, Panwell, Callian, Marathi Fort and Catholic Church at Sion. Sanatoriums, Matheran and Bandora close at hand. The island of Goa, on which grows that singular vegetable, the "Sorrowful Tree," which only flourishes in the night. At sunset no flowers are to be seen, and half-an-hour after it is full of them. They yield a sweet perfume, but some of them fall off as soon as the sun shines: others close up, and many flower in the night all the year round. Poonah, population 100,000, a considerable city, to which Europeans resort in the rainy season, reached by coach from Bombay. Mahabuleshwar Hills, distant 70 miles, mean annual temperature, 66° to 68°, beautiful scenery, and easily reached by boats, via Panwell, or palkee. Here is a fine arc cut in one of the basaltic temples, and on the rise of the Kistna river are some beautiful temples. The most lovely scenery is to be viewed at this spot.

**HINTS.**—Travellers who merely intend to sojourn here for a short time will do well to proceed on landing to the Hope Hall Hotel at Mazagon, distant 4 miles from the Fort, and contract at the rate of Rupees 100 per mensem for board and residence, leisurely visit the lions of the place, make what purchases they may require, and if they have any letters of introduction, the etiquette of India requires

that the same should be sent by a Sepoy (or belted messenger), with cards, and on the following day the sender must wait upon the party himself, either at his office in the fort, between 12 and 1 p.m., or at his residence at the same hour. On no account should he venture out in the sun without an umbrella, or else in a palanquin, which is carried by four bearers, who travel at the rate of four miles an hour, in which the traveller lays at full length upon a mattress, covered with morocco leather, and well stuffed with cocoa-nut fibre; the head is supported by pillows, and in front at the foot of the palkee is a shelf and drawer large enough to contain several books, &c., &c. If of a scientific turn a visit to the Observatory (first opened and arranged in working order by Professor Olabar) will amply repay him for his loss of time, and a perusal of the meteorological publications under the direction of its several able superintendents, among whom may be mentioned the late Captain Montriore, I.N., who died in April, 1857, universally regretted, and its present able one, Lieutenant Ferguson, I.N., married to a daughter of Professor Airey, the Astronomer-Royal of Greenwich, will fully develop how nobly this institution has been conducted, and shows the untiring energy and zeal in scientific pursuits of the European assistant, the late Mr. John Hyland Dunn, afterwards employed on the Bombay Railway. If the traveller is destined to become a resident of this place, the sooner he fixes on a bungalow the better, as a long stay in that case at an hotel is far from pleasant or desirable. In either case, whether a visitor or resident, he will be struck with the motley appearance of the population of this island, for at this town are to be seen walking about in the cool of the evening, in their national costume, English, French, Germans, Americans, Portuguese, Chinese, Parsis, Arabs, Armenians, Hindoos, Greeks, Abyssinians, Coolies, Native and European Infantry and Cavalry, Banians, Persians, Jews, &c. The acting at the Bombay Theatre by the European officers is equal to any thing of the kind by professionals, and the performances are generally exceedingly well attended.

For more minute details of this Presidency, see *Bradshaw's Handbook to Bombay*.

## BOMBAY POST OFFICE REGULATIONS

Departure of the Overland Steamers. On 9th and 21th. Post Office Packets close at 6 p.m. on the

day previous. Letters and newspapers can be forwarded to Calcutta by special post from this place (time of transit 8 days), so that they should be

One Rupee and one copper Pie are nearly equal in weight to half an ounce.

Newspapers to all parts of the world - 9 Pies to

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that the same should be sent by a Sepoy (or belted  
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day previous. Letters and newspapers can be forwarded to Calcutta by special post from this place (time of transit 8 days), so that they should be posted on the 31st and 14th, if intended to be sent by the Overland Mails, from that place, of the 10th and 24th. Telegraphic messages can also be sent to Kedgee for transmission to England, via the Calcutta mails which touch at and leave that place on the 10th and 24th of every month. An express is despatched from Bombay to Calcutta and Madras, as well as to Lahore, *via* Agra, on the arrival at Bombay of each mail from England, and that, subject to the following conditions, letters and newspapers for any station in India may be forwarded by such express to the post-office on the lines of route which is nearest to their destination, from which post-office they will be sent on by the first ordinary mail:—1. Letters and newspapers intended to be forwarded by this express must be legibly marked "By express," and must be registered. 2. In addition to the registration fee and the ordinary postage, there must be paid, in advance, upon each letter an express postage at the rate of 2s. for every quarter of an ounce or fraction of a quarter of an ounce, and upon each newspaper an express postage of 2s. for every four ounces or fraction of four ounces.

## HOURS OF CLOSING INDIAN MAILS.

FOR LETTERS AND NEWSPAPERS.

Guzerat and Scinde.....	4 p.m. Week-days.
Calcutta, Madras, Ceylon, Poonah, Ahmednuggur, Sattara, Mahabuleswar, Belgam, Rutnagherry, and places on the Malabar Coast .....	3 p.m. Sundays.
Tannah, Nassick, Malleigum, Doolia, and other places on the route to Indore, North West-Provinces, and Punjab	5 p.m. Sundays and Week-days.
	3 p.m. Week-days.
	1 p.m. Sundays.

Bhangy Post closes at 4 p.m. No Bhangies received on Sundays.

Letters and newspapers can be posted on week-days half an hour after the specified hour, on payment of 8 annas each.

## FOREIGN MAILS.

## RATES OF POSTAGE.

On Letters weighing $\frac{1}{2}$ an ounce, and less...	Rs. 0 8
" " from $\frac{1}{2}$ an ounce to 1 ounce ..	1 0
" " from 1 ounce to 2 ounces ..	2 0

Adding one Rupee for every ounce or fraction of an ounce.

One Rupee and one copper Pie are nearly equal in weight to half an ounce.

Newspapers to all parts of the world—3 Pies to Europe, via Southampton, & 2 Annas *via* Marseilles.

PLACES TO WHICH PREPAYMENT OF POSTAGE IS OPTIONAL OR NOT.

PLACES.	ROUTE.	LETTERS.
Great Britain	Via Marseilles ... Via Southampton	Must be prepaid Can be prepaid or sent unpaid.
United States and Canada, Malta, Gibraltar, & Egypt	.....	Can be prepaid.
Foreign Europe ...	Via Marseilles ... or Trieste .....	Must be prepaid. Must be prepaid.
China, Manila, Batavia, Australia, Bourbon, & Mauritius .....	Via Southampton	Can be prepaid.
Madras, Ceylon, Penang, Singapore, Malacca, and Aden .....	Via Galle .....	Must be prepaid.
	Via Galle .....	Can be prepaid or sent unpaid.

Letters to any place within the East India Company's Territories, forwarded by Government Steamer, are liable to Indian rates of postage, which can be prepaid or not; but on letters to any place not within the East India Company's Territories, if for despatch by private Ship or Steamer, the Indian rate of Postage must be prepaid.

## INDIAN POSTAGE CHARGES.

## LETTER POSTAGE, IRRESPECTIVE OF DISTANCE.

	a.	p.	
Not exceeding in weight ..	$\frac{1}{2}$ Tola..	0 6	2 Annas being
	$\frac{1}{2}$ " ..	1 0	added for every
	1 " ..	2 0	additional Tola, up
	$1\frac{1}{2}$ " ..	3 0	to 12 Tolas,
	2 " ..	4 0	

N.B.—Letters to Aden, 8 Annas each; Newspapers, free.

## INLAND BHANGY POSTAGE.

For distances	If not exceeding in weight							
	20 Tola.	100 Tola.	200 Tola.	300 Tola.	400 Tola.	500 Tola.	600 Tola.	
Not exceed- ing	Miles. 100 0	R.s. 26 4	R.s. 40 8	R.s. 0 12	R.s. 1 0	R.s. 1 4	R.s. 1 8	
	300 0	60 12	1 8	2 4	3 0	3 12	4 8	
	600 0	121 8	0 4	6 6	0 7	8 9	0 8	
	900 1	22 4	8 6	12 9	0 11	4 13	8 0	
	1200 1	83 0	6 0	9 0	12 0	15 0	18 0	
Excding..	1200 1	143 12	8 11	4 15	0 18	12 22	8 8	

Bhangy Postage may be prepaid in Money, or by Stamps; or Parcels may be sent unpaid.

### BHANGY POSTAGE, IRRESPECTIVE OF DISTANCE.

*On Books, Pamphlets, Packets of Imported Newspapers, and Printed Papers without Covers, or in Covers open at each end.*

Tolas.	as.	1 additional Anna
Not exceeding { 20 .. 1		being added for every
in weight .. { 40 .. 2		20 Tolas, the maximum
		weight not exceeding
		120 Tolas.

The Postage must be prepaid, and by *Stamps only*.

### SHIP POSTAGE.

Parcels for Ceylon, or for any place to which a Post communication has not been established by the East India Government, must have Ship and Inland Postage prepaid. Where there is a Post communication, Parcels may be sent unpaid or prepaid.

### BOMBAY AND OOLWA FERRY STEAMER.

Leaves Boree Bunder. Leaves Oolwa Bunder.

6 p.m. daily. 6 a.m. daily.

FARES—1st class, Rs. 5; 2nd class, As. 5 Pies 9.

### PUBLIC CONVEYANCES—FARES.

#### BUNDER BOATS (large Sailing Boats).

For Fair Season,

from 15th Sept. to 31st May.	13 Men.	11 Men.	9 Men.	7 Men.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.

For a trip on board ship in harbour, and if discharged within two hours .....	2 4	1 12	1 8	1 4
Ditto at Middle Ground .....	5 0	4 0	4 0	3 0
Per day .....	5 0	4 0	3 0	2 8

For Monsoon, from

1st June to 14th Sept.

For a trip on board ship in harbour, and if discharged within two hours .....	3 0	2 8	2 4	2 0
Ditto at Middle Ground .....	7 0	6 0	6 0	5 0
Per day .....	6 0	5 0	4 8	3 0

### DINGHIES (Boats).

Fair Season. Monsoon.

	Rs. a.	Rs. a.
For a trip on board ship, and there discharged .....	0 5	0 8
For a whole day .....	1 0	1 8

### PALANQUINS (with four Hauls).

Rs. a.

From the Fort to Mazagon, Byculia, Girgaum, and Upper Colaba, the distance exceeding one mile, and not exceeding three miles, with no detention .....	0 8
From the Bunders to the Fort, Lower Colaba, and any distance not exceeding one mile, with no detention .....	0 4
For a whole day, or when the distance exceeds three miles .....	1 4
For a month, from 8 a.m. to 8 p.m. ....	30 0

### BUGGIES (Cabs).

From the Fort to Mazagon, Byculia, Girgaum, and Upper Colaba .....	0 8
Ditto ditto and back .....	0 12
From the Fort to Lower Colaba .....	0 4
Ditto Ditto and back .....	0 6
The whole day .....	3 0

### RATES AND REGULATIONS OF THE ELECTRIC TELEGRAPH AT BOMBAY.

Messages of 16 words and under, including the names of the sender and the person addressed, and the names of the places of dispatch and destination, to be sent a single distance, not exceeding 400 miles, for 1 Rupee.

Messages exceeding 16 words, but not exceeding 24, 1 Rupee and 8 Annas a single distance. Messages exceeding 24, but not exceeding 32, an additional Rupee a distance. No charge for stops, prepositions and such words as "and Co.," "Mr. and Mrs."

Date of the message at the option of the sender. Peon hire at 4 Annas a mile. No Message, however brief, to be charged for less than a Rupee. Reply to be charged for separately.

Mercantile or other important messages will be received, on condition of being repeated back from each receiving station, and half price charged for repetition.

The sender may prepay the charge for a reply. All messages to be in the English language, and to be prepaid.

Messages in cypher charged for at triple rates, and repeated back to obtain accuracy, the repetition being charged for in addition, at single rate.

Subscriptions for daily messages of 48 words or more received at an abatement of one-fourth of the above-named rates.

Officers in charge of stations may refuse to trans- | Ghree ..... 3 | Nagpore\* ..... 2

Bulsar*.....	1	Egypt*.....	2
Burdwan.....	3	Port Saint George.....	2
Burhee.....	3	Puttapore N. W. P. ....	2
Cairo (Egypt)*.....	2	Puttapoor (Sinde).....	2
Calcutta.....	3	Puttighur.....	2
Calicut.....	2	Fyzabad.....	3
Calingapatam.....	2	GaBe Point de.....	4
Callian.....	1	Ganjam.....	3

The figure annexed to the places signifies that only a single rate is charged (i. e. being under 400 miles).  
 2 means double rate (i. e. under 800 miles), and so forth.  
 The charge is R. 1 (2s.) per rate, thus:—  
 From Bombay to Calcutta, being three rates, the charge would be Rs. 3 (6s.) for 18 words.



EXHANGY POSTAGE, IRRESPECTIVE OF  
DISTANCE,

PALANQUINS (with four Hamalis).

Rs. a.

From the Fort to Massoon Ruwila

On Road, Ruwila, Ruwila, of Ruwila, N.

and Rs. a.  
..... 0 5  
..... 1 0

Rs. a.  
..... 0 8  
..... 1 8

being charged for in addition, at single rate.  
Subscriptions for daily messages of 48 words or  
more received at an abatement of one-fourth of  
the above-named rates.

Officers in charge of stations may refuse to transmit a message which may be of a decidedly objectionable character. Of the character of the message, the chief civil officer at the station to decide.

No message beyond 200 words can be sent at one time by one individual; and no second message can be sent by the individual till after the lapse of three hours, unless the line be free, or not required by any other person. Messages received between sunrise and sunset.

Overland intelligence, or public news of great importance, to be given to the press free of charge. Messages will be received by post from Europe for transmission, if money be deposited beforehand.

Accuracy of messages not guaranteed. Messages will also be sent to the Post Office in letters, bearing postage, when instructions to that effect are sent with the message.

Sender to accept all risk of delay, non-delivery, or error. No refund will be made of fees.

#### ELECTRIC AND SUBMARINE TELEGRAPH STATIONS THROUGHOUT INDIA, &c., HAVING COMMUNICATION WITH THE BOMBAY PRESIDENCY.

With the rates chargeable for Messages of 16 words, from the city of Bombay, according to Geographical distance of 400 miles.

For upwards of 16 words, see Table of Telegraph Rates, page 134.

Aden	.....	2
Agra	.....	2
Ahmedabad	.....	1
Ahmednugur	.....	1
Ackberpoor	.....	1
Alexandria* (Egypt)	.....	1
Allahabad	.....	2
Allyghur	.....	2
Amree*	.....	2
Atcheepore	.....	3
Attock	.....	3
Balasore	.....	3
Bangalore	.....	2
Barrilly	.....	2
Barrackpoor	.....	3
Baroda	.....	1
Belgaum	.....	1
Bellary	.....	1
Benares	.....	3
Beowra	.....	2
Berhampore	.....	2
Bezwarrah	.....	2
Bhagulpore	.....	2
Bombay	.....	2
Buddena	.....	2
Bukker	.....	2
Bulsa*	.....	2
Burdwan	.....	1
Burhee	.....	3
Cairo (Egypt)*	.....	3
Calcutta	.....	2
Calicut	.....	2
Calingsapatam	.....	3
Callian	.....	1
Calpee	.....	2
Campolee	.....	1
Cannanore	.....	2
Cawnpore	.....	2
Ceylon	.....	4
Chicacole	.....	2
Chittagong	.....	4
Chutterpoore	.....	3
Cocacoda*	.....	3
Cochin	.....	2
Colembo	.....	4
Corfu*	.....	3
Coringa*	.....	3
Cuttack	.....	3
Pacca	.....	3
Dapoorie	.....	1
Deccan	.....	1
Deesa	.....	1
Delhi	.....	2
Deers Gazee Khan*	.....	2
Dharwar	.....	1
Dhoolie	.....	3
Dinapore	.....	3
Dowlaiswaram or	.....	2
Rajahmundry	.....	2
England*	.....	2
Egypt*	.....	2
Fort Saint George	.....	2
Futypore N. W. P.	.....	2
Futtypore (Sinde)	.....	2
Fyzabad	.....	2
Gadgaon	.....	2
Gadgaon Point de	.....	4
Ganjam	.....	3

Glasgow	.....	3
Glasgow*	.....	3
Goa*	.....	1
Goonah	.....	2
Gudduck	.....	2
Guindy	.....	2
Gwalior	.....	2
Henzada	.....	4
Hooghly Point	.....	3
Hydrabad C. I. or	.....	1
Nizam's Territory	.....	1
Do. Seinde	.....	3
Indore	.....	1
Jacobabad*	.....	2
Jelapore	.....	2
Jessore	.....	3
Jhelum	.....	3
Jubbulpore	.....	2
Jullundur	.....	2
Kaira	.....	1
Kamptee	.....	2
Kandy	.....	4
Keamaree	.....	2
Kedgerie	.....	3
Kolapore	.....	1
Kotree	.....	2
Kurnaul	.....	2
Kurnool	.....	2
Kurrachee	.....	2
Lahore	.....	3
Liverpool*	.....	1
London*	.....	1
Loodiana	.....	3
Lucknow	.....	3
Madras	.....	2
Mahabuleshwur	.....	1
Malabar Point	.....	2
Malta*	.....	1
Malligaum	.....	1
Manchester*	.....	1
Mansar	.....	3
Marseilles	.....	2
Masulipatam*	.....	2
Meaday	.....	4
Mehintelle	.....	4
Meerut	.....	3
Meughye	.....	4
Mercara	.....	2
Mhow	.....	2
Midnapore	.....	3
Mirzapore	.....	3
Mittankote*	.....	2
Mohol	.....	1
Monghyr	.....	3
Mooltan	.....	3
Moradabad	.....	3
Mount (Madras)	.....	2
Mungulpore or	.....	3
Ranegunge	.....	3
Mynpooree	.....	2
Mysore	.....	2
Nagpore*	.....	2
Naseik	.....	1
Nagapatam	.....	2
Nellore	.....	2
Nowshara*	.....	2
Nugur Parkur	.....	1
Ootacamund	.....	2
Patna	.....	3
Parali	.....	1
Paris*	.....	1
Pegu	.....	4
Peshawur	.....	3
Phillor	.....	3
Pondicherry	.....	2
Poonia	.....	1
Pertabghur	.....	2
Poonamallee	.....	2
Prinse	.....	4
Praunben	.....	3
Putoocottah	.....	2
Rajmahal	.....	3
Ramnad	.....	2
Rangoon	.....	4
Rawul Pindee	.....	3
Rewah*	.....	2
Sasseam	.....	3
Sattara	.....	1
Saugor Island	.....	3
Sawantwarree	.....	1
Secunderabad	.....	1
Seepore	.....	1
Seepree	.....	2
Seerah	.....	2
Seonee	.....	2
Serampore	.....	3
Serour	.....	1
Shawalla*	.....	2
Shergotty	.....	3
Shikarpore	.....	2
Shroongee	.....	1
Sholapore	.....	1
Soorgaum	.....	2
Sooripett	.....	2
Suez*	.....	2
Sukkur	.....	2
Sumat	.....	1
Tanna	.....	1
Thyetanoo	.....	4
Tonghoo	.....	3
Trieste*	.....	3
Umballa	.....	3
Umrisur	.....	3
Vellore	.....	2
Venice*	.....	2
Vienam*	.....	1
Vingoria	.....	1
Vizagapatam	.....	2
Vizagapatam	.....	3
Vizagapatam*	.....	2
Wanga Bazar	.....	2
Wassind	.....	1

\* Those marked with an asterisk are Offices about to be opened on lines under construction.

#### EXPLANATION:—

The figure annexed to the places signifies that only a single rate is charged (i. e. being under 400 miles).

2 means double rate (i. e. under 800 miles), and so forth.

The charge is Rs. 1 (2s.) per rate, thus:—

From Bombay to Calcutta, being three rates, the charge would be Rs. 3 (6s.), for 16 words.

## THE INDIAN ELECTRIC TELEGRAPH RATES FOR MESSAGES.

Rates or Distances.	No. of Words.	Single Charge.	Repeating Do.	Triple or Cypher Do.	Repeating Triple or Cypher.	Rates or Distances.	No. of Words.	Single Charge.	Repeating Do.	Triple or Cypher Do.	Repeating Triple or Cypher.
No. 1, not above 400 miles.	1 to 16	Ra. 1	Ra. 1½	Ra. 3	Ra. 4	No. 4, not above 1,600 miles.	1 to 16	Ra. 4	Ra. 6	Ra. 12	Ra. 6
	17 to 24	1½	2	4½	6		17 to 24	6	9	18	24
	25 to 32	2	3	6	8		25 to 32	8	12	24	32
	33 to 40	3	4½	9	12		33 to 48	12	18	36	48
	49 to 64	4	6	12	16		49 to 64	16	24	48	64
	65 to 80	5	7½	15	20		65 to 80	20	30	60	80
	81 to 96	6	9	18	24		81 to 96	24	36	72	96
	97 to 112	7	10½	21	28		97 to 112	28	42	84	112
	113 to 128	8	12	24	32		113 to 128	32	48	96	128
	129 to 144	9	13½	27	36		129 to 144	36	54	108	144
No. 2, not above 800 miles.	145 to 160	10	15	30	40	No. 5, not above 2,000 miles.	145 to 160	40	60	120	160
	1 to 16	2	3	6	8		1 to 16	5	7½	15	20
	17 to 24	3	4½	9	12		17 to 24	7½	11½	22½	30
	25 to 32	4	6	12	16		25 to 32	10	15	30	40
	33 to 40	5	7	15	20		33 to 48	15	22½	45	60
	49 to 64	6	8	18	24		49 to 64	20	30	60	80
	65 to 80	7	9	21	28		65 to 80	25	37½	75	100
	81 to 96	8	10½	24	32		81 to 96	30	45	90	120
	97 to 112	9	12	27	36		97 to 112	35	52½	105	140
	113 to 128	10	13½	30	40		113 to 128	40	60	120	160
No. 3, not above 1,300 miles.	129 to 144	11	15	33	44	No. 6, not above 2,400 miles.	129 to 144	45	67½	135	180
	145 to 160	12	16	36	48		145 to 160	50	75	150	200
	1 to 16	3	4½	9	12		1 to 16	6	9	18	24
	17 to 24	4	6	12	16		17 to 24	9	13½	27	36
	25 to 32	5	7	15	20		25 to 32	12	18	36	48
	33 to 40	6	8	18	24		33 to 48	18	27	54	72
	49 to 64	7	9	21	28		49 to 64	24	36	72	96
	65 to 80	8	10½	24	32		65 to 80	30	45	90	120
	81 to 96	9	12	27	36		81 to 96	35	54	105	140
	97 to 112	10	13½	30	40		97 to 112	42	63	126	168
	113 to 128	11	15	33	44		113 to 128	48	72	144	192
	129 to 144	12	16	36	48		129 to 144	54	81	162	216
	145 to 160	13	17½	39	52		145 to 160	60	90	180	240

## EUROPEAN AND NATIVE HOLIDAYS

OBSERVED IN THE THREE PRESIDENCIES OF BENGAL, MADRAS, BOMBAY, AND THE WESTERN PROVINCES OF INDIA.

Months.	European.	Hindoo.	Parsee.	Mahomedan.	Jewish.	Shaenshoyer.
January .....	1st and 2nd.	12th.	.....	.....	.....	.....
February .....	{ Holy Week and Good Friday in } every year.	15th.	.....	.....	.....	.....
March .....		2nd, 3rd, 4th, 5th 21st. and 26th.		.....	4th.	31st.
April .....	.....	.....	3rd.	.....	3rd, 4th, 9th & 10th.	.....
May .....	24th, Her Majesty's birthday.	.....	2nd and 12th.	.....	2nd and 3rd.	3rd.
June .....	.....	.....	.....	.....	.....	1st and 11th.
July .....	.....	.....	.....	.....	24th.	.....
August .....	.....	27th.	22nd, 23rd, 24th, 24th, 25th, 26th & 27th.	.....	.....	.....
September .....	.....	4th and 15th.	1st, 2nd and 13th.	22nd and 23rd.	13th, 14th, 21st, 21st, 22nd, 23rd & 27th.	21st, 22nd, 23rd, 24th, 25th & 29th.
October .....	.....	20th.	.....	.....	4th and 5th.	1st and 2nd.
November .....	.....	7th, 8th, 9th & 10th.	.....	.....	.....	11th.
December .....	24th, 25th, 26th, } 27th, 28th, 29th, } 30th and 31st.	.....	.....	24th.	.....	.....

These dates are given because no business is transacted by the natives of India on those days.

TIME.—The natives divide the day (of 24 hours) thus:—

11.

60 1 bipal.

150 2½ 1 second (English time).

360 60 24 1 pal.

9,000 150 60 24 1 minute (English time).

21,600 3,600 1,440 60 24 1 ghari.

161,200 27,600 10,800 450 180 7½ 1 pahar.

1,209,600 220,800 86,400 3,600 1,440 60 1 s 1 din,

or 1 day of 24 hours, English time.

The Indian eras are—

The Hindu (Kali-Yugi) dates from March ..... 3,102 B.C.

" Muhammedan (Higrah, *Hijrah*), " Hegira ..... 622 A.D.

" or Flight, " July 15th ..... 622 A.D.

" Parsi and Persian (Yezdijird III.'s defeat),  
June 16th ..... 630 "" Saka (era of Shālikhan, Prince of the  
Deccan) "Dakian" ..... 78 "" Samvat (era of Vikram, Prince of Ougain)  
" "Ujjain" ..... 57 B.C.

## ELECTRIC TELEGRAPH IN INDIA.

From Calcutta to Madras; Madras to Belgaum; Bangalore to Ootacamund; Belgaum to Bombay; Calcutta to Lahore, and the North Western Provinces; messages are sent at the rate of 6d. per 100 miles; from Calcutta to the Kyber Pass costs 8s., a distance of 1,600 miles. This telegraph, which contains 3,000 miles of electric wires, was finished in 12 months, at a cost of £126,000, i.e. £42 per mile, brings Calcutta, Madras, Bombay, Kurrachee, Agra, Lahore, and the Western Provinces of India into communication with each other in two hours: it also extends across the Mannar Gulf to Ceylon. The extension from Rangoon to Prome, thence to Akyab and Calcutta is progressing rapidly, so that in a very short time the whole of India will be connected with the seat of government (Calcutta) by electric telegraph. From Akyab to the river Naaf, 70 miles, is open; also to Kurrachee in Scinde; and it is in contemplation to extend it to Bussorah, Bagdad, Damascus, and Jerusalem. That from Suez to Cairo and Alexandria is open, as also Cagliari, Turin, Corsica, Marseilles, and Paris to London. The line from Singapore to Batavia is open, and works well. It is proposed to connect Australia by a line of telegraph with the eastern extremity of the island of Java. The whole distance from Java to Moreton Bay is 3,024 nautical miles, being 50 miles more than the proposed line from Aden to Kurrachee. The estimated cost is £600,000, being the same as the estimate for the last-mentioned line. This sum Mr. Gisborne proposes to divide among the colonies in the following proportion, viz.:—Victoria, 58 5-16 per cent; New South Wales, 22 12-16; South Australia, 7 4-16; New Zealand, 5 11-16; Tasmania, 5 5-16; and Western Australia, 15-16. The new colony of Queensland is not included, but, if nothing occurs to prevent the intended separation, that colony will be able to bear a fair proportion of the above divisions, as Moreton Bay is likely to derive great benefits from the undertaking if carried out.

The following lines are in course of construction: The Austrian line; Ragusa to Alexandria, direct to Suez; Alexandria to Suez; Constantinople to Bussora, by English Company; Mosul and Bagdad; Bagdad to Bussora, with bed of the Tigris; Persian Gulf to Kurrachee; Submarine Cable from Gibraltar to Malta; thence to Alexandria; Suez to Aden (failed); Aden to Bombay.

## PRICE CURRENT

OF MISCELLANEOUS ARTICLES IN GENERAL DEMAND IN INDIA.

Articles.	Rate in Rupees.
All Music sold at .....	double the price in England.
Allsop's Pale Ale .....per dozen quarts	5 to 5½
Anchovies .....per bottle	1½ to 2
Argand Lamps .....each	150 to 200
Bank of England Notes .....per £	10 to 10½
Bass' Pale Ale.....per dozen quarts	5 to 5½
Blacking.....per bottle	½ to ¾
Boat Hire .....landing each time	4 to 4½
.....per day	5 to 6
Books at 12 Annas for every Shilling ...	
Bottled Stout .....per dozen quarts	6 to 7
Ditto ditto .....per dozen pints	4½ to 5
Bread .....per 10 loaves	1 to 1½
Cabbages from the Hills .....each	½ to 1
Cajjans .....per bundle	1 to 1
Camphor Wood Trunks ....No. 1, each	8 to 10
.....No. 2, "	12 to 14
.....No. 3, "	16 to 18
Carriages.....each	300 to 1000
Bitto Lamps .....per pair	8 to 20
Ditto Whips .....each	2 to 16
Charcoal .....per basket	¾ to 1
Cheroots, Manila .....No. 1 per 1000	30 to 40
.....No. 2, "	28 to 30
.....No. 3, "	27 to 29
Cherry Brandy .....per dozen pints	18 to 20
Chetney Sauce .....per jar	1 to 1½
China Matting .....per piece	2 to 3
Clothes' Baskets .....each	5 to 6
Cocoa Nut Oil .....per maund	3 to 4
Coffee .....per lb.	½ to ¾
Commission for purchasing horses, per cent.....	5
Composite Candles .....per lb.	2 to 3
Cooking Utensils, Iron.....per lb.	½ to 1
Cuscus Tatties.....each	2 to 4
Dress Coats .....each	90 to 100
Double Set of Harness.....	250 to 500
Ducks .....per dozen	2 to 4
Empty Bottles.....per dozen	10 to 11
Fire Wood .....per bundle	1 to 1½
Ditto .....per load	2 to 4
Fowls .....per dozen	2 to 4
Gold Leaf (100 touch) .....per tola	15 to 16
Gold Ingot (97 touch) .....per tola	15 to 17
Grain .....per maund	15 to 20
Grass .....per load	6 to 8
Grass Cloth Pocket Handkerchiefs per doz.	8 to 20
Greasing Carriage Wheels .....each	4 to 5
Gold Watches .....each	420 to 500
Hats .....each	12 to 14
Hire of Carriage and Horse.....per diem	6 to 7
Ditto of Carriage alone .....monthly	30 to 40
Ditto of Coolies .....each per day	1
Ditto of Horse .....per diem	3 to 5
Ditto of Palanquin .....monthly	30 to 35

Articles.	Rate in Rupees.
Hodgson's Ale.....per dozen quarts	5½ to 6
Horses .....each	150 to 500
Ice .....per 4 lbs.	½ to 1
Indian Pickles and Preserves.....per jar	1 to 2
Lamp Carriage Candles .....per lb.	2 to 3
Lamp Chimnies .....each	½ to 1
Ditto Wicks .....per packet	1 to 1½
Legal Interest.....per cent	9
Lemonade .....per dozen bottles	3 to 4
Leeches .....per dozen	2 to 3
Liqueurs .....per dozen quarts	24 to 36
Medicines of every description sold at	double the price in England.
Medical Advisers.....annual fee for each person	100 to 200
Milk.....per 12 seers	1 to 2
Olympic Circus, Bombay.....each sitting	4
Onions .....per rope	½ to 1
Palanquin, Hire .....daily	1½
Patent Leather Boots, English.....	15 to 20
Persian Rugs .....each	40 to 500
Piano Fortes .....each	100 to 1000
Ditto, Hire .....per month	10 to 30
Piano Forte Tuning .....each time	5 to 6
Poonah Leather Boots.....	3 to 4
Ponies or Tatties .....each	80 to 200
Porter in Hogsheads.....per hogshead	55 to 60
Potatoes .....per maund	1 to 2
Preserved English Fruits .....per bottle	1 to 1½
Preserved Meats, in cans .....each	2 to 3
Rent of Bungalow.....per month	50 to 100
Re-painting Carriages.....each	150 to 500
Re-tinning Cooking Utensils.....	5 to 10
Rice .....per maund	1 to 2
Riding Whips .....each	2 to 5
Saddles .....each	50 to 80
Salad Oil .....per flask	2 to 1½
Sardines .....per box	1½ to 2
Shigrams .....each	150 to 500
Shoeing Horse .....each time	2½
Silk Drawers .....per pair	5 to 6
Silver Watches .....each	170 to 200
Single Set of Harness .....each	150 to 300
Slippers, Native .....per pair	1 to 1½
Ditto, ditto Embroidered.....per pair	14 to 16
Soda Water .....per dozen quarts	3 to 4
Sovereigns .....each	10½ to 10½
Spice Balls for Horses .....per month	2 to 3
Spirits .....per dozen	24
Brandy .....per dozen quarts	15 to 20
Geneva ....."	18 to 20
Gin ....."	15 to 17
Hollands ....."	15 to 20
Rum ....."	16 to 18
Spurs .....per pair	3 to 6
Stockings, Cotton .....per dozen	16 to 20
Stout in Hogsheads .....per hogshead	60 to 70
Strawberry Ices of Icewalls .....each	½ to 1
Subscription to Native Anglo-India Paper .....Monthly	5
Ditto ditto to Bi-weekly Edition ....."	5
Ditto ditto, Bi-monthly ....."	2

Articles.	Rate in Rupees.
Subscription to Home News, Overland and London Mail, or Asia, Quarterly	9
Sugar, Muscovado .....per maund	10 to 14
Ditto, Candied .....per barrel	8 to 9
Tailor .....daily wages	2
Tax on Carriage .....each per annum	12
Tea .....per lb.	2 to 1
Tents .....each	500 to 1000
Tent, Hire of .....per month	20 to 30
Veterinary Surgeons, Certificate of Warranty	5
Watch Glasses .....each	2 to 3
White Calico Jackets .....per dozen	30 to 40
White Kid Gloves .....per dozen pair	24 to 30
White Waistcoats .....per dozen	20 to 30
Ditto Trousers .....per dozen pair	15 to 25
Wines—	
Champagne .....per dozen quarts	35 to 45
Claret ....."	18 to 30
Madeira ....."	24 to 30
Malmsey .....per dozen pints	15 to 20
Port .....per dozen quarts	24 to 30
Sherry ....."	22 to 26

### SANATORIUMS IN INDIA, AND HOW TO REACH THEM.

Colaba, for troops from the interior of the Presidency; from Bombay, proceed per Bunder Route direct to Nagotna or via Bankote Nihar, from thence per palanquin (steam communication from Bombay and Panwell having been discontinued) or phaeton to Mahabuleshwur. The entire distance is 70 miles, the mean temperature about 66°, the scenery extremely beautiful, and the breezes invigorating to a valetudinarian. Also Matheran and Bandera, considerably nearer, and both accessible by rail and palkee.

From Calcutta, the Darjeling Mountain, belonging to the Sinchul range, may be reached in four days. The mean temperature is about 56°, and the journey can be performed by easy stages in a palanquin.

From Madras the Neilgherry Hills are easily reached in a palanquin, in about six days, and the mean temperature at Ootacamund, the principal station, is about 58°.

### HINTS.

All Europeans visiting these Sanatoriums must take with them their entire staff of ser-

wants, every particle of furniture they may require, as well as a store of eatables and drinkables, for the only accommodation that they will be able to procure is that of an empty bungalow, at an enormously high rental, and

a very indifferently supplied bazaar, all purchases at which are paid for in hard cash, so that a sufficient quantity of rupees must also be taken to meet all current expenses.

### BANKS IN THE THREE PRESIDENCIES, &c.

City	Firm.	Managers in India. &c.	London Correspondents.
ALEXANDRIA..	Bank of Egypt. Bank of Bombay. Commercial Bank.	Messrs. Briggs & Co.... J. Stuart, Esq. E. Corrie, Esq.	Coutts & Co., London.
BOMBAY .....	Agra Bank. Oriental Bank Corporation. Chartered Mercantile Bank of India, London, & China	J. G. Brown, Esq. Peter Ranken, Esq. George Palmer Robinson, Esq.	Agra and United Service Bank. Oriental Bank Corporation. Chartered Mercantile Bank of India, London, and China.
CALCUTTA ...	Oriental Bank Corporation. Agra Bank. Bank of Bengal.	William Anderson, Esq. Macintosh Balfour, Esq.	Oriental Bank Corporation. Agra and United Service Bank.
MADRAS .....	Agra Bank. Oriental Bank Corporation. Bank of Madras.	David Allardice, Esq. Alexander Gerrard, Esq.	Agra and United Service Bank. Oriental Bank Corporation.
CONSTANTINOPLE	Ottoman Bank.	C. C. La Fontaine, Esq.	Ottoman Bank.
SMYRNA .....	Ditto.	F. La Fontaine, Esq.	Ditto.
BEYROUT .....	Ditto.	L. M. Meason, Esq.	Ditto.
GALATZ .....	Ditto.	A. F. Powell, Esq.	Ditto.

### NEWSPAPERS AND YEAR BOOKS PUBLISHED IN INDIA.

Name.	Where Subscriptions are received in London.	Where filed or kept in London.
Bengal Hurkaru. . . . .	Algar and Street, 11, Clement's Lane, City. Richardson & Co., 29, Cornhill. Messrs. Smith, Elder, & Co., Cornhill. Ditto. Ditto.	Messrs. Grindlay and Co., St. Martin's Lane, Charing Cross, at their East India Reading Rooms.  Ditto, and at the India Office, London.
Bombay Government Gazette		
" Gazette .....		
" Telegraph ... (paper)		
" Times (Dr. Buist's		
" Herald .....		
" Guardian .....		
" Standard .....		
Calcutta Government Gazette		
" Englishman .....		
" Eastern Star .....		
" Examiner .....		
" Mofussilite Gazette.		
" Times .....		
Ceylon Observer .....		
Colombo Observer .....		
Delhi Gazette .....	These are published on the 1st of January, annually, and contain a list of all the Euro- pean inhabitants of each Presidency, and much valuable and interesting data.	Not received anywhere except at the India Office, & Messrs. Grindlay's Read- ing Rooms, St Martin's Lane, Charing Cross.
" Chronicle .....		
Lahore Chronicle .....		
Lucknow Herald .....		
Madras Government Gazette		
" Morning Chronicle..		
" Spectator .....		
" Athenæum (Daily & Overland) .....		
" Examiner .....		
Kurrachee Advertiser .....		
Bombay Year Book .....		
Calcutta & Agra ditto .....		
Madras ditto .....		

Offices will  
be open on  
Sundays and  
must be

referred.

Fares.	
2nd	3rd
Class.	Class.
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## TO BOMBAY

Railway Fares.	
2nd Class.	3rd Class.
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1 3 60	9 9
1 8 60	12 3
1 14 00	15 0
2 3 01	1 6
2 12 01	1 60
3 2 01	9 0
3 14 01	15 0
4 1 03	0 6
5 2 03	9 0
5 4 03	10 0
5 12 03	14 3
6 7 03	3 6

## at Fares.

Char- ries.	
A. A. F.	
1 40	..

## Railway Fares.

A. A. F.	A. A. F.
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7 5 63	10 0
7 5 63	12 3
0 2 00	1 0
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## Name

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Bombay Government
" Gazette
" Telegraph
" Times
" Herald
" Guardian
" Standard
Calcutta Government
" English
" Eastern
" Examiner
" Mofussil
" Times
Ceylon Observer
Colombo Observer
Delhi Gazette
" Chronicle
Lahore Chronicle
Lucknow Herald
Madras Government
" Morning
" Spectator
" Athenian
" Overland
" Examiner
Kurrachee Advertiser
Bombay Year Book
Calcutta & Madras

## GREAT INDIAN PENINSULA RAILWAY.

**NOTICE.**—Bombay time is kept at all stations on the railway. The doors of the booking offices will be closed five minutes earlier than the times mentioned in the following tables, after which no person can be admitted. To insure personal luggage being booked, to be forwarded by passenger trains, it must be delivered at the stations at least fifteen minutes earlier than the times mentioned.

The whole of the Inland Indian Routes, as given in the Indian Government Route Books, are *minutely* described in "Bradshaw's Hand Books to Bombay, Madras, and Bengal," to which the traveller is referred.

## BOMBAY TO MAHIM.

Miles.	DOWN.	Wk Dy Sundry.				Fares.					
		1		2		1st class		2nd class		3rd class	
		a.m.	p.m.	a.m.	p.m.	R.	A.	R.	A.	P.	P.
1	Bombay. dep.	8 05	20 3	02	30	..	..	..	..	..	..
24	Byculla... ..	8 15	35 8	15 2	45 0	30	1	6	1	0	0
52	Dadur.....	8 25	46 8	28 2	56 0	60	3	0	2	0	0
8	Mahim . . . .	8 37	52 8	37 3	70	80	4	0	2	0	0

## MAHIM TO BOMBAY.

Miles.	UP.	Wk Dy Sundry.				Fares.					
		1		2		1st class		2nd class		3rd class	
		a.m.	p.m.	a.m.	p.m.	R.	A.	R.	A.	P.	P.
1	Mahim..dep.	9 15	7 09	15 7	0	..	..	..	..	..	..
24	Dadur.....	9 24	7 19	24 7	9	..	..	..	..	..	..
52	Byculla... ..	9 36	7 29	36 7	21	..	..	..	..	..	..
8	Bombay..arr	9 48	7 33	48 7	33 0	80	4	0	2	0	0

## BOMBAY TO WASSIND, CAMPOOLEE, POONAH, &amp;c.

Miles.	DOWN.	Week Days.				Sun-days.		Railway Fares.			
		1	2	3	4	1	2	1st Class.	2nd Class.	3rd Class.	
		mn	mn	af	af	mn	af	R. A. P.	R. A. P.	R. A. P.	
1	Bombay..dep	7 09	15 3	40 3	30	15 3	30	..	..	..	
2	Byculla... ..	7 22	9 38	57 8	47	15 38	47	0	3 00	1 60	1 0
52	Dadur . . . .	7 40	..	6 9	..	..	..	0	6 00	3 00	2 0
91	Coorla . . . .	8 0	..	6 20	8	..	9 8	10	10 00	5 00	2 6
163	Bhandoop . .	8 30	..	6 44	..	..	..	1	1 00	8 60	4 3
204	Tannah . . .	8 50	10 13	7 29	39	10 22	9 39	1	5 00	10 60	5 3
334	Callian . . . .	9 35	10 57	7 37	10 13	16 57	10 13	2	2 01	1 00	8 6
..	Callian . . . .	9 45	..	..	10 20	..	10 20	..	..	..	..
40	Titwalla . . .	..	..	..	10 40	..	10 40	8	0 1	4 00	10 0
494	Wassind . . .	..	..	..	11 30	..	11 30	2	0 1	9 00	12 6
583	Shapoor . . .	..	..	..	11 45	..	11 45	3	0 1	11 00	13 6
..	Callian . . . .	9 40	11 2	..	10 18	11 2	10 18	..	..	..	..
413	Budlapur . .	10 15	11 27	..	..	11 27	..	2	10 0	5 00	10 6
534	Narel . . . .	11 5	12 3	..	11 18	12 3	11 18	3	0 1	11 00	13 6
71	Campoolee..a	12 5	1 25	..	12 50	25 0	12 54	7	0 2	3 61	1 9

## Ghaut Fares.

Bhore Ghaut.	Passengers booked throughout between Stations above and Stations below the Ghaut, and conveyed over the Ghaut by the Railway Company at charges in addition to the Railway Fares, viz.:	Pal-kees.		Ghar-ries.	
		R. A. P.	R. A. P.	R. A. P.	R. A. P.
		4	0	0	1 40 ..

		Railway Fares.									
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		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P.	
		aft		aft		mn		R. A. P.		R. A. P	

## SHOLAPOOR, POONAH, CAMPOOLEE, &amp;c., TO BOMBAY

UP.	Week Days.				Sun-days.		Railway Fares.			
	1	2	3	4	1	2	1st Class.	2nd Class.	3rd Class.	
	mn	mn	af	mn	mn	af	R. A. P.	R. A. P.	R. A. P.	
	Runs on Sundays also.									
Sholapore dp				11 15		11 15				
Mohol .....				12 30		12 30	1	5 00	10 60	5 3
Marheh .....				1 15		1 35	2	7 01	3 60	9 9
Barsee { arr				2 15		2 15	3	1 01	8 60	12 3
Road { dep				2 36		2 36				
Keim .....				3 12		3 12	12	0 1	14 00	15 0
Jehwoor .....				3 50		3 50	4	0 2	3 01	1 6
Poomulware				5 2		5 2	5	0 2	12 01	6 0
Deeksal { arr				5 50		5 50	4	0 3	2 01	9 0
dp.				6 10		6 10				
Patus .....				7 40		7 40	12	0 3	14 01	15 0
Khmrgaum..				8 10		8 10	2	0 4	1 02	0 6
Poonah { arr				10 0		10 0	4	0 5	2 02	9 0
dep				10 53		10 53	10	8 05	4 02	10 0
Kirkee .....				11 54		11 54	13	0 5	12 62	14 3
Tulligum ..				12 15		12 15	24	0 6	7 03	3 6
Khandalla..										

## Ghaut Fares.

Bhore Ghaut.	Passengers booked throughout between Stations above and Stations below the Ghaut, and conveyed over the Ghaut by the Railway Company at charges in addition to the Railway Fares, viz.:	Pal-kees.		Ghar-ries.	
		R. A. P.	R. A. P.	R. A. P.	R. A. P.
		4	0	0	1 40 ..

		Way Fares, viz.,—						Railway Fares.					
		mn		aft		mn		aft		mn		aft	
		mn	aft	mn	aft	mn	aft	mn	aft	mn	aft	mn	aft
1	Campoolee..d	..	2 30	3 03	3 16	3 30	3 30	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.	R.A.P.
2	Narel . . . .	..	1 30	4 04	4 50	4 20	4 20	13	0 5	6 15	63	7 9	10 0
3	Budlapur . .	..	3 55	5 20	..	5 20	..	14	0 7	5 63	10 0	..	..
4	Callian . . . .	..	4 15	5 55	5 13	5 55	13 15	13	0 7	9 63	12 9	..	..
5	Shapoor.dep	7 5	..	3 30	..	3 30	..	..	..	..	..	..	..
6	Wassind . . .	7 27	..	3 50	..	3 50	..	0	4 00	2 00	1 0	..	..
7	Titwalla . . .	7 57	..	4 43	..	4 43	..	0	14 00	7 00	3 6	..	..
8	Callian . . . .	3 17	..	5 15	..	5 15	..	1	4 00	10 00	5 0	..	..
9	Callian . . . .	8 22	1 20	6 58	18	6 58	18	..	..	..	..	..	..
10	Tannah . . .	9 25	0 6	7 05	57	6 16	0 8	16	0 8	0 04	0 0	..	..
11	Bhandoop . .	9 19	..	7 10	16	7 10	16	4	0 8	2 04	1 0	..	..
12	Coorla . . . .	9 35	3 57	40	..	7 40	..	16	01	0 5	64	2 9	..
13	Dadur . . . .	9 43	..	8 0	..	3 0	..	16	05	0 8	7 64	3 9	..
14	Byculla . . .	10 06	5 8	15 58	3	18 6	52	17	2 08	9 04	4 6	..	..
15	Bombay..arr	10 12	6 17	30 7	48	30 7	47	5 08	10 64	5 3	5 3	..	..

**Extra.**—Bombay to Narel, at 65 p.m. Campoolee to Bombay, at 5½ a.m.

## GENERAL REGULATIONS.

	For 1 Month. Rupees.	For 3 Months. Rupees.
Mahim or Coorla .....	6½	15
Bhandoop.....	12	30
Tanna .....	15	35

**PERIODICAL TICKETS.**—For first class passengers between Bombay and the undermentioned stations.

To	For 1 Month. Rupees.	For 3 Months. Rupees.	For 6 Months Rupees.	For 12 Months. Rupees.
Dadur.....	12	25	80	140
Mahim or Coorla	12	25	90	160
Bhandoop....	16	40	110	200

Parcels must be delivered at the respective stations ten minutes before the departure of the trains by which they are to be forwarded.

**SMOKING.**—No smoking except in places or carriages specially provided, under a penalty not exceeding twenty rupees.

**DOGS.**—A charge will be made for dogs, but they will on no account be allowed to accompany passengers in carriages.

The stations on these railways are fully described in "Bradshaw's Bombay Presidency."

The Company *do not guarantee* that their trains shall arrive and depart at the times specified in the time bills, nor will they be accountable for any loss, inconvenience, or injury which may arise from delays or detention.

At the intermediate stations, the fares shall be deemed to be accepted, and the tickets furnished, only upon condition that there be room in the train for which the tickets shall be furnished. In case there shall not be room for all the passengers to whom tickets shall have been furnished, those who shall have obtained tickets for the longest distance shall have the preference; and those who shall have obtained tickets for the same distance shall have the preference according to the order in which they shall have received their tickets.

**TICKETS** must be shown to the company's servants, or delivered up to them when demanded. Parties not producing their tickets are liable to be charged the fare from the most distant station from which the train may have started. They are only available on the day issued, except when issued by a train that does not reach its destination the same day, when they will be available until the evening of the following day. Passengers cannot

be re-booked at any intermediate station by the train in which they are travelling. Any person who shall attempt to defraud the company by travelling, or attempting to travel, upon the railway without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding fifty rupees.

**DAY OR RETURN TICKETS**, first and second class, will be issued between all stations at three-fourths of the ordinary double fares. These tickets will be available for return the same day, and those issued between stations of distances of 50 miles and upwards will be available for return the second day, and those issued between stations of distances exceeding 160 miles and upwards will be available for return the third day; and those issued on Saturdays will be available for return the same day or on the following Sunday or Monday. The return journey with these tickets will be understood to extend to the train starting at night, and will be available until it reaches its destination on the following day. Passengers desirous of stopping on their journey are required to take their tickets to such station only. Day tickets cannot be used to proceed by a later train beyond the station at which the passenger may first alight. In all cases, therefore, fresh tickets must be taken to proceed by any subsequent train.

**CHILDREN.**—Infants in arms will not be charged; children under 10 years of age, half price.

**PASSENGERS' LUGGAGE.**—No free luggage is allowed, except such small carpet bags or packages containing personal luggage only as can be placed under the seat occupied by the passenger, and carried in his charge and at his risk; all other luggage conveyed will be charged for at the rate of one-third of an anna per maund per mile; and the company will not be responsible for any loss or damage that may occur to luggage not booked and prepaid.

The public will have the option of forwarding luggage by the ordinary goods trains, at the rates and subject to the conditions on which goods are carried.

**LOST LUGGAGE.**—Articles found in the carriages or on the railway are placed in a lost luggage office at Boree Bunder Station, where applications should be made for lost articles.

**HORSES, CARRIAGES, AND PALANQUINS**, required to be conveyed, should be at the Stations at least fifteen minutes before the departure of the train by which they are intended to be despatched, and if to be sent from a road side Station, a notice of 12 hours is necessary.

**GROOMS**.—One Groom in charge of each horse will be allowed to travel free in the same vehicle as the animal.

**Special trains or special accommodation** in the ordinary trains for parties or ladies travelling may be had on application to the traffic manager.

**FEEs**.—The Company's servants are forbidden, under pain of dismissal, from asking for or receiving from the public, any gratuity.

**HORSES**.—The sender of one Horse will be charged at the rate of 2 annas per mile, if two Horses are sent together by the same owner the rate for the two will be annas 3 per mile, and if three Horses are sent together by the same owner the rate for the whole will be 4 annas per mile. The lowest charge for sending a horse will be Rs. 2-8. The company will not be answerable for any injury done to any Horse of or above the value of Rs. 400, unless an additional rate of 2½ per cent. on the declared value is paid at the time of Booking.

**SHEEP** will be charged at the rate of 2 annas per mile per hundred. The minimum charge being Rs. 5 per hundred. One man will be allowed to travel free with every hundred sheep.

**CATTLE** will be charged at the rate of 6 pies each per mile, the minimum charge being the rate for five animals.

**CARRIAGES**.—4-Wheeled, 2-Wheeled, or Palanquins. Each 4-wheeled carriage will be charged at the rate of 4 annas per Railway mile, the lowest charge being Rs. 4. Each 2-wheeled Carriage or Palanquin will be charged at the rate of 3 annas per Railway mile, the lowest charge being Rs. 2-10-9. Passengers riding in their own Carriages pay 1st class fares. Vehicles passing over the Ghaut will be subject to the following additional charges:—

4-Wheeled Carriage, Rs. 4-0-0; or 2-Wheeled Carriage and Palanquins Rs. 2-0-0.

**GOODS**.—For the rates of goods see goods table, which may be had at the stations on the line, or at the company's offices at Boree Bunder, Poona, or Fort; and all further information re-

quired by the public may be had from the traffic manager.

**COMPLAINTS**.—The Company's Servants are strictly enjoined, on pain of dismissal, to observe the utmost civility towards Passengers, and any instance to the contrary, if mentioned to the Inspector in waiting, or entered in the complaint book provided at each Station, or addressed to the Traffic Manager of the Company, will be attended to.

	PARCELS will be conveyed at the following rates, including Ghaut charges:—For distances not exceeding					
	Under 5 Seers.	Under 14 Seers.	Under 27 Seers.	Under 1 Maund and 15 Seers.	Under 1 Maund and 15 Seers.	Under 1 Maund and 15 Seers.
	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
25 miles.....	0 2 0	0 4 0	0 6 0	0 8 0	0 8 0	0 8 0
50 do. ....	0 4 0	0 6 0	0 10 0	1 0 0	1 0 0	1 0 0
75 do. ....	0 6 0	0 10 0	1 0 0	1 8 0	1 8 0	1 8 0
125 do. ....	0 8 0	0 12 0	1 4 0	1 12 0	1 12 0	1 12 0
175 do. ....	0 12 0	1 0 0	1 8 0	2 0 0	2 0 0	2 0 0
225 do. ....	1 0 0	1 4 0	1 12 0	2 4 0	2 4 0	2 4 0
275 do. ....	1 4 0	1 8 0	2 0 0	2 8 0	2 8 0	2 8 0
325 do. ....	1 8 0	1 12 0	2 4 0	2 12 0	2 12 0	2 12 0

## HINTS ON ARRIVAL IN INDIA.

The traveller must, unless he has relatives at the Presidency to which he is bound, select one of the

## EUROPEAN HOTELS.

The expense of board and residence at an Indian inn, which accommodation consists of four meals per diem, at a *Table d'Hôte*, viz.:

A Cup of Coffee.....	at 6 A.M.
Breakfast, <i>à la Fourchette</i> at 9 A.M.	
Tiffin (luncheon) .....	at 1 p.m.
Dinner, with Dessert .....	at 7 p.m.

with the use of a general sitting and billiard room and small bedroom is Rs. 5 (10s.) per diem, or Rs. 100 (£10) per month. There are no extras except wines, beer, soda water, liquors, and spirits, all of which are charged for separately. The company is almost invariably of a most heterogeneous description, comprising merchant captains, merchants, cadets, writers, assistant-surgeons, officers both naval and military, civilians and travellers of all grades. An European seldom tarries at any of them longer than he can possibly avoid; but endeavours, provided he is acquainted with any residents of the place, or has any letters of introduction to render himself eligible to enter any of the well appointed

### CLUBS.

If he is sojourning at Calcutta, he will procure admittance to the Bengal Club; should he be at Madras, he will find the Madras Club one of the most extensive and striking edifices of the town, and in which ample accommodation is provided for a number of persons, under most admirable regulations, and at moderate charges. Admittance into the Byculla Club, at Bombay, can only be obtained by ballot. It is seldom, however, that any European remains at either of them for any lengthened period, but hastens to hire a house, or, as it is called in Indian phraseology, a

### BUNGALOW.

The situation chosen should be as dry and open as possible, and on high ground; the walls as well as the beams ought to be carefully examined, in order to ascertain whether the former are damp, or the latter encrusted with that dreadful pest, the voracious White Ant. The grounds, or compound as they are termed in India, should contain that indispensable adjunct, a good deep well, the walls of which must be scrutinized as to their firmness, and the bottom as to its depth

and cleanliness—particular attention should be bestowed upon this point, as the daily consumption of water in an establishment in India is immense; which may readily be imagined when it is remembered that the household, baths, horses, &c., must all be supplied with that necessary article, to purchase which, in case of there not being any well on the premises, necessarily amounts to a considerable sum, especially in the dry season (the month of May), when it frequently happens that five rupees, or 10s. per diem, is paid for the requisite supply. Precautions should be taken not to allow any squatter to tenant any hut in the compound, which sometimes happens, as this class of people are not only insolent, but a perfect nuisance. The cookhouses and stabling (both of which should be roomy and commodious, and in good order) ought to be situated at some distance from the house, as the smells which issue from them in India are exceedingly unpleasant. Having given proper attention to these trifling minutiae, the next thing to be considered is the amount of

### RENT

which should be paid for the requisite accommodation. A small house can be obtained at 40 rupees (£4) per month, or 480 rupees (£48) per annum; a moderate-sized one at 70 to 100 rupees (£7 10s.) per month, or 840 or 1200 rupees (£84 to £120) per annum; and a large one at 250 to 500 rupees (£25 to £50) per month, or 3000 to 6000 rupees (£300 to £600) per annum, in desirable situations, and at any of the Presidencies.

Previous to taking possession, it is imperatively and absolutely necessary that the utmost precaution should be observed in the framing, entering into, signing, and ratifying an agreement, in which should be distinctly stated the amount of rental, dates of payment, terms

of tenancy, the repairs to be performed by the landlord, (which should include re-slating, painting the premises previous to every rainy season, and the keeping the whole in good and substantial repair), the notice required prior to quitting the tenancy, the name of the person to whom the rent is to be paid; and a heavy penalty should be stipulated to be forfeited by the landlord or tenant, provided either of them fail to perform the covenant entered into. To an inexperienced individual these precautions may appear *captious*; but they are absolutely necessary, in order to guard the tenant from imposition and extortion. Besides, it will be also expedient to find out whether the Bungalow is mortgaged or not, and, if so, to whom: for it commonly happens in all the Presidencies that when Europeans have paid their monthly rental to the native from whom they have hired their Bungalow, they have had to pay the same over again to the person to whom the property, together with its rental, was mortgaged—for landlords and owners of houses will actually call upon the tenants to pay them the rental, notwithstanding that they themselves have previously empowered the mortgagee to receive the same. In case of an appeal to law the tenant has no remedy, as he should have previously ascertained the real position of his landlord. These are the reasons why the covenant entered into should contain such *stringent* clauses. Under no consideration should a single rupee ever be paid in advance, or without a receipt, and such acknowledgment should always be carefully preserved, so as to be forthcoming in an instant, payment often being demanded when such has actually been made. This remark is applicable to all transactions in India, whether with Europeans or natives. The entire premises ought to be put in thorough and substantial repair prior to taking possession;

the landlord's "*ipse dixit*" must not be taken; the tenant must see to it himself, or he will be duped. Two witnesses should attest the signatures affixed to the agreement—two are absolutely necessary, because deaths take place suddenly in India, and then often great difficulty exists in proving the signatures, if one party only attests a document. No precaution should be overlooked, in rendering transactions with natives as binding and legal as possible, for they are adepts at tergiversation and chicanery, from the highest to the lowest caste. They must be regarded, both young and old, as most shrewd, crafty, cunning, designing, and overreaching individuals, whose pride and glory consists in taking every advantage of the inexperience and candour of all Europeans with whom they transact business. If the tenant should be induced to rent or lease a Bungalow upon a repairing lease, which he is most strongly advised *never* to do, he must then contract with all his workmen, and bind them down by penalties for the performance of whatever repairs he intends executing, or else he will be most adroitly fleeced. Should he find, on taking possession of his residence, that there exist any

### NUISANCES

next to, or in the immediate vicinity of his compound, such as a small hut on the ground adjoining, in the front or rear of the premises which he occupies, it will be perfectly useless for him to call the Sepoy (policeman), attempt to complain to the owner of the property, or to offer to rent the same. All his endeavours will prove abortive; the most effectual, safest, easiest, and most economical plan will be to purchase a small pig, price 5 rupees or 10s., have a hole made in the hut, either at the side or back, and send the unclean animal into the premises, at the appearance or sound of which the whole of the inmates will abandon

it *instantly*, as it is against their creed to remain in any place which a pig has crossed or inhabited.

It may be as well to observe that it is necessary to adopt certain precautions to protect Bungalows from the effects of the heavy rains in the wet season. About a fortnight or three weeks previous to the monsoons, it is advisable to have the whole of the roof retiled; the front, rear, and sides well covered over with cadjans (the plaited leaves of the cocoa nut), in order to protect the house from the violence of the wind and rain, and keep it free from damp, but at the close of the wet season they must be removed. The period of the

### MONSOON

Varies at each Presidency. In Bengal hardly any rain falls from November to June, and scarcely a dry day occurs from July to October. The thermometer is in January from 52° to 65°, February 70° to 75°, March 80° to 82°, April 88° to 90°, May 85° to 140°, June 85° to 90°, July 80° to 89°, September 75° to 86°, October 76° to 80°, November 70° to 75°, December and August 65° to 66°.

At Bombay the seasons are nearly similar to those at Calcutta. At Madras the thermometer in January and February is from 75° to 78°, March to June 76° to 87°, July the rains begin, and the thermometer is then at 84°, August 84°, September 83°, October 81°, November 80°, December 75°, and then the rains abate. The next thing to which attention should be directed is the arrangement of the Compound into a kind of

### GARDEN,

Which is effected in India in quite a novel manner, compared with the tedious and expensive process necessary in England. It will only be necessary to send to the bazaar and purchase a few tubs, and shrubs planted in tubs which the gardener ("mallee") will arrange

most tastefully about the grounds, in such a manner that to a distant observer it would appear that those exotics were not only permanently fixed in the soil, but that they had been planted a considerable time. That useful individual will then proceed to levy contributions on all the neighbouring "mallees," and in a few days, say three or four, he will have planted such a number and variety of evergreens and flowers in tubs, and have so tastefully arranged them about the Compound, that a most luxuriant garden will have sprung up as if by magic, and even in which, the dry season, he will tend with much care and attention, provided that due precaution has been taken to have that most valuable and indispensable fixture in all Bungalows in the East, the well, properly cared for.

Attention must then be directed to see that the whole of the offices and stabling are in good order, the roofs well tiled, the front, rear, and sides protected, in the same manner as those of the Bungalow, from exposure to the inclemency of the weather, and, if practicable, a well-built, covered avenue, made of bamboos and cadjans, extending from the Bungalow to them, should be constructed, in order that the domestics may be able to pass and repass into the house without exposure to the heat in the dry season, or to the wet in the monsoons.

All these minutiae having been attended to, the next important point is to procure a useful, and, as far as possible, a well-disposed staff of servants, which is one of the most difficult desiderata to effect in India; since it is almost next to an impossibility to make a searching inquiry into their characters, on account of the peculiar manner in which the hiring of domestics is effected in that country. It is necessary to make inquiries of the hotel-keepers, and most respectable storekeepers in the Presidency, after which application, a complete hoard of materials of all castes and descriptions will be forth-

coming, bringing with them written testimonials, or, as they designate them, their characters, the greater portion of which are either *forged*, or else have been borrowed from some native chapman in the bazaars, on the payment of a small fee for the accommodation. It is utterly impossible to guard against imposition on this head, inasmuch as almost all Europeans, on quitting the different Presidencies, either for Europe or the interior, invariably hand their servants written characters, consequently, as their former masters or mistresses are absent from the locality, a personal reference can seldom be obtained. Under these circumstances, Europeans are, figuratively speaking, obliged to hire the whole of their domestics on their own "ipse dixit"—so that it becomes doubly imperative that a most rigid surveillance should be maintained over every Indian establishment, notwithstanding that it is the custom to entrust the management of the staff of servants and household to the head servant (Butler). The distinction of caste, and the nature of the climate, render it necessary that an European's

#### STAFF OF SERVANTS

In India should consist of the following menials, whose appellations are herewith given, as they are designated at the different Presidencies, namely, a

##### BUTLER,

Or, as he is termed in Hindustanee, "Khansumah" Khānsāmān at Calcutta; "Butler" at Bombay; and Dubash "Dobash" at Madras. It is most advisable to hire one who is a Portuguese (native of Goa), provided that he can speak Hindustanee fluently, and has travelled up the country, because, being by religion a Roman Catholic (or, as he calls himself a Christian), he is free from all caste prejudices, and will, in case of emergency, render his master assistance in any capacity, whereas, a Parsee or Mussulman Khansumah will resolutely object to perform any offices in

the slightest degree at variance with his own immediate and self-conceived ideas of the duties of his post. It is the custom at all the Presidencies to leave the entire management of the establishment to this functionary, who, from the mere circumstance of his belonging to a different or higher caste than any of the other servants, manages to superintend the whole of the domestics tolerably well. This class of men, whether Portuguese, Parsee, or Mussulmen, are, without the slightest over-colouring, the most adroit and consummate rogues that are to be met with in the whole universe. True it is, that they will not allow any of the other menials to cheat their masters, unless previously consulted, but yet they themselves will rob, plunder, and deceive their employers in the most shameful, impudent, cunning, barefaced, heartless, and unconscionable manner imaginable; and, woe betide the young and inexperienced European, who, upon his debut in Indian life, falls into their most merciless clutches without being forewarned, and, what is essentially more necessary, forearmed against their machinations. The duties of this official are to keep the bazaar accounts, superintend the culinary department, make pastry, preserves, &c., bottle off the drinkables, wait at table (when company is present), liquidate the house accounts, hire and discharge the other servants, and accompany his master when paying visits of ceremony, attending at Government House, or dining out. His pay should not exceed 12 rupees, or £1 4s. per month; his lodging is provided in the offices, but his maintenance is at his own expense—nominally, I add, because he always receives from every tradesman with whom his master deals, his daily allowance of provisions; and, when making his purchase at the bazaar, invariably claims, as a dustoree (present) from each individual chapman, sufficient for his own consumption. He has also another source of revenue, namely, ever



under servant whom he employs in his master's service is obliged to allow him a per centage of one rupee (2s.) per month out of his salary; and, as he invariably pays them, he deducts the amount out of their wages. The next in rank is the

### UNDER BUTLER,

Or "Khetmutgar" or "Bhalee" (brother) at Calcutta; but "Boy" at Bombay, whose duty is to wait at table, clean the plate and knives, wash up the glasses, superintend the establishment in case of the illness or absence of the Maitre d'Hotel (butler); by which official he is always hired. His pay should not be more than 9 rupees, or 18s. per month. The European himself generally hires the

### VALET,

Or, as he is termed in India, "*Khidmatgar*," "the Body Servant." His duties consist in handing his master a cup of coffee at 5 a.m., daily; in putting out his body linen, (hence his designation), clothes and boots to air, and preparing his toilet, arranging his bath, brushing the boots, clothes, and hats, arranging the things for the tailor and washerman ("Dhobee"). He has also to attend his master when going to visit a friend, either in the Presidency, or at a distance, by dawk (palanquin travelling), railway, yacht, carriage, budgerow (native boat), or steamer. He requires to be well looked after, as the whole of his fraternity are arrant rogues, and have a most peculiar *penchant* for abstracting their masters' wardrobes, especially their stock of linen, which peculations they manage to effect in the most adroit and scientific manner. It is particularly advised that the utmost surveillance should be kept over this class of domestics. The expense of keeping up an European's wardrobe in India is necessarily extremely heavy, owing to the quantity of clothing of every description which is required

to be used, on account of the climate; but if due precaution is not taken to keep the entire stock under patent lock and key (for these valets are almost equal to Mr. Hobbs, of lock celebrity), and to compare the whole occasionally with the inventory (a document which should be made on arrival, and regularly kept up correctly), the stock will gradually disappear in a most miraculous manner. Many instances have been known of the wardrobes of Europeans having been found almost entirely empty at a time when they themselves considered that they possessed a supply of apparel, &c., adequate to all their wants. The peculiar manner in which the artful body servant commits his depredations is not only worthy of notice but requires to be well remembered by all novices in Indian life. It is part and parcel of that menial's duty to give his master's clothes, &c., to the tailor, bootmaker, and washerman ("dhobee"); he has to count the number of pieces of dirty linen sent to the wash, whilst his master enters them into a book; he likewise recounts them when they return. Now, these accounts always tally, so that no fraud is suspected; but still the linen gradually disappears, and, consequently, his employer is puzzled to account for his loss, little suspecting how the cunning rascal of a valet manages to effect the theft. It is indispensably necessary to have a bamboo soiled-linen basket, and it is into this receptacle that the body servant places the dirty clothes, &c., in his master's presence; but the instant that his employer quits his room, the expert marauder extracts from that receptacle whatever articles he most requires; and, as several changes of linen are made daily, his malpractices run little risk of being detected. Do not for an instant imagine that he condescends or attempts to run the risk of wearing any of those *stolen* articles. He is far too cautious and wary to commit such an indiscretion. No, he proceeds to the bazaar, where he either sells

them to some native chapman, or else disposes of them to one of his own fraternity. When sizing the cloth clothes, boots, hats, and other articles, he pursues the same course. Thus much *personal* surveillance is necessary. To safely guard against these pilferings the master should make the valet place all the dirty linen of every description in the basket, prior to quitting his chamber, and fasten it with a patent padlock, taking care to retain the key in his own possession. His perquisites consist of all his master's left-off wearing apparel. His pay should not exceed 10 rupees or £1 per mensem. Lodging is provided for him in the offices, but he maintains himself out of his wages. Next to the butler, the most important domestic is the

#### COOK ("*Banwarcho*"),

Who should be a Portuguese (native of Goa), as they are generally more cleanly than the other castes. His duties are to proceed to the bazaar at 5 a.m. daily, and purchase all necessities required for the household. Under no consideration should the butler be allowed to usurp this special service of the cook, nor to absent himself in the morning, which *he* will most pertinaciously endeavour to insist upon doing. As neither butcher, baker, greengrocer, cheesemonger, fishmonger, or Italian warehouse shops are established in any of the Presidencies, it is necessary that this official should proceed to the bazaars as early as possible in the morning, to procure such condiments as have been ordered the previous night. By going "*de bonne heure*," he has always a choice of the best commodities, and, besides, he is then enabled to return in time to have his master's breakfast ready by 8 o'clock (the latest hour at which an European should partake of that refreshment). The absolute necessity of the cook going early is obvious, when it is explained that he is generally accompanied by his assistant, the under cook, both of whom

saunter along very leisurely to the bazaars, where, upon their arrival, they enter a native coffee shop, smoke their hookahs, sip their Mocha, chat over the news of the day, listen to the reports ("*gups*") current in the bazaar, relate to their fraternity the sayings and doings of their masters (as far as they themselves are cognisant of such); and not until this routine is daily passed through do any of these worthy "*Soyers*" think of commencing their marketing. Fully invigorated and refreshed with their *café noir* and liqueur forth they sally, and the bargaining which then takes place is most ludicrous and amusing; therein, in truth, is the old adage verified, that "When Greek meets Greek, then comes the tug of war;" for every native chapman in the bazaar is equally as acute an adept at cheating as the Indian "*Soyer*." If this functionary finds that he cannot gain a single pie (half a farthing) on any article that his master has ordered to be purchased, certain it is that his employer's table will be minus that commodity; whilst, in lieu of the anticipated delicacy, he will most adroitly substitute some other condiment peculiarly agreeable to his master's *palate*, in the price of which his cupidity has been satisfied. He also receives in the way of "*dustoree*" (present) an ample supply of provisions for his own and his assistant's wants. His pay should not exceed 11 rupees or £1 2s. per month. It is necessary that he should be provided with an

#### UNDER COOK,

Who should also be a compatriot (a Portuguese). His duties are to accompany the cook to the bazaar, to carry home the supplies, wash up the culinary utensils, sweep out the cook house, attend to the stoves and fires, clean the pots and pans, and perform both his own and the cook's offices, in case of that domestic's absence or illness. He is generally recommended by that menial to the butler, and it often happens that he pays the cook a

per centage, not only for his situation, but for being taught his business, as in the course of a short time he becomes sufficiently proficient to fill the office of cook himself in another establishment. His pay should not exceed 8 rupees or 16s. per month. One of the most important, as well as useful, domestics, is the

### CHIEF HAMALL,

At Bombay, but "Bearer" at Calcutta, or the head house servant, to whom is given the entire charge of the bungalow. His duty is to rise at 5 a.m., open the doors and windows, sweep the rooms, clean the furniture with oil and bees'-wax (when it has not been French-polished, which is *preferable*, as it saves much trouble, and looks better), dust the rooms, place the ornaments and articles of *vertu* about the tables, arrange the vases of flowers—his tact in blending their beautiful colours is inimitable, it is a perfect *chef d'œuvre*, and surpasses all the talent of European Court bouquet makers—fill the water jars, superintend the cleaning and lighting of the lamps, pulling the punkahs, making and airing the beds, cleaning and arranging the dormitories, opening and closing the windows, ordering the sweepers, and, in fact, he is responsible for every thing that is lost or missing out of the bungalow in which he remains; he is, however, relieved by an assistant (under hamall), when going to partake of his daily meals, viz.:—his breakfast at 11 a.m. and dinner at 6 p.m. He also collects the house linen from the other domestics, and hands it over to the body servant, who gives him a clean supply in exchange. This servant, when he discharges his duties, is most *invaluable*, and ought to be highly prized by his master. His wages should *not* be advanced but a rupee occasionally given him, as a dustoree (present) is duly appreciated. His pay ought not to exceed 9 rupees or 18s. per mensem, and he should always sleep in the bungalow. The

### UNDER HAMALLS,

Or "Musalchee," as they are called in Hindustani, have to perform the various offices of the head Hamall, when he is absent on leave or through sickness. Their duties are to obey his instructions, prepare the baths, polish the shoes and boots, clean the lamps and glasses, fill the jars with water, pull the punkahs (or large fans fixed in the rooms), waft away the flies and insects, turn down the beds &c. Their pay is generally about 7 rupees or 14s. each per month. The next domestic is the

### DOOR KEEPER ("Darban"),

Or "Durwan," whose duty it is to sit in the day time at the entrance of the bungalow, open the carriage gates, announce the arrival of visitors, and inform applicants, &c., whether the master is at home. His pay should not exceed 8 rupees or 16s. per month. Another menial called the

### SWEEPER ("Mihtar"),

Or "Mihtur," who has to sweep the verandahs, front and rear of the bungalow, and to remove every description of dirt from the premises twice daily. His attendance is required once morning and evening. His pay seldom averages more than 2 rupees or 4s. per month. If, however, there is a lady in the establishment, then two attend (a male and female), both of whom receive the same pay each monthly. One of the most necessary attendants is the

### WATER CARRIER ("Bhistee"),

Or "Bheesti," or Paneewallah at Bombay, but Puckanly at Calcutta and Madras, whose duty is to draw the water from the well, but if such is dry, to procure sufficient quantity for the use of the entire establishment, to fill the baths, replenish the water jars once morning and evening, water the garden, wet the cuscuss tatties (mats), hung up at the doors and windows to keep the rooms cool. If he is unable to procure the requisite supply, from

the public tanks or private compounds, he must go and obtain it from whatever place he can; and at the close of the dry season (May) great difficulty exists in so doing. Then it frequently happens that such a scarcity prevails that the water will have to be paid for, in addition to his wages, which should not exceed 5 rupees or 10s. per month. If an European is prudent, he will have a deep shelving made all round the roof of his bungalow, having two leaden spouts at the rear on each side, under which should be placed two large wooden tanks lined with lead inside, pitched outside, and well covered in the dry season with cadjans, so as to prevent them from leaking. By this simple process a reserved supply might be had in the rainy season. The next important attendant attached to all establishments is the

#### WASHERMAN ("Dhobe"),

Or "Dhobe," whose duty is to call *once weekly* for the dirty linen, which he takes home with him, where it is sorted by himself and his assistants, who convey it to one of the public wash-houses, called "dhobe tanks," where it is well beaten upon stones. It is then placed in the sun to bleach, removed to his house, where it is starched and ironed by the women. It must be made an absolute rule for the linen to be returned *weekly*; and if any piece is missing, and not forthcoming immediately, his pay should be stopped for the full value of that article. If its worth exceed the amount due to him at the time of its loss, he must not be warned that such stoppage of his pay is intended to be done, or else Mr. Dhobe will not wash any more linen; but he must be kept in ignorance until the amount of the pay due to him be equivalent to the value of the article lost. Then his money must be kept, and he himself discharged forthwith. The peculiar manner in which domestic affairs are conducted in British India render it necessary that some advice should be given how

Dhobe Sahib's wonderful feats are to be remedied; for it is utterly impossible for any old English bachelor, precise collegian, or notable housewife, to form any idea of the destructive ravages which are committed upon every article and particle of linen which passes through the merciless clutches of this functionary. He rips and tears everything in all kind of ways, and without the slightest compunction. New shirts waistcoats, jackets, trousers, and collars, upon their first introduction into his domicile, are divested not only of all those necessary appendages—buttons, strings, &c.—but the collars and wrist-bands are all frayed out, and as fast as they are replaced as rapidly are they torn away again. The mode of washing in India can only be compared to the process of passing old rags into that machine termed the "devil," which is used in the cloth manufacturing districts of England. To have shirts made with collars and wrist-bands, or waistcoats, white coats, or trousers, with buttons attached to them, is perfectly useless; for upon their first excursion to "dhobe tank" they will invariably return to their owners minus those (according to every Indian washerman's ideas) superfluous appendages, and as often as such are replaced, so often would their successors indulge in endless peregrinations, on their visits to those destructive places. The only effectual remedy is to have shirts made with bands (both at the collar and wrists) and holes, so that studs can be worn, and false collars and wristbands attached at pleasure. All trousers, coats, jackets, and waistcoats, should merely have button holes for studs, and not a single button or piece of tape should be attached to anything. If an European has unfortunately not attended to this advice, he will be miserably uncomfortable, and must remedy his error as quickly as practicable, if he has any regard to his own comfort. The whole fraternity of "Dhobes" are alike in their ways, and it may be as well

to state that these officials are accustomed to supply the Portuguese butlers of every establishment with a monthly loan of linen, which accommodation is in lieu of a "dustores" (present) for their masters' custom. This circumstance will at once convince the debutant in Indian life of the necessity of compelling this unconscionable varlet to return the linen, &c., entrusted to his care, or I should add to his vagaries, at the close of every week, especially as nothing can possibly be more amusing than to behold the stylish and even fashionable manner in which the greater portion of "Dhobee Sahib's protégés" are equipped. For instance, Mr. Spice's domestics (butler, under-butler, cook, and under-cook) make a most imposing and fashionable appearance when dressed in his friend Mr. Ginger's apparel, and Mr. Cinnamon's staff quite excel the menials of all the Chota Sahibs' (middling class of Europeans) establishments. This is the manner in which nearly all the Christian domestics manage to appear cleanly and most respectably dressed, free of any personal charge, and entirely at the expense of the European community. European washerwomen have attempted to remedy the Indian Dhobee's tricks, but they have not been supported; consequently he continues to have the game all to himself. His pay should not exceed 8 rupees, or 16s. per month, provided there is no lady in the establishment, when that is the case he receives 10 rupees or £1 per mensem, and the Ayah or Lady's maid must wash and get up all the fine linen, or it will return in shreds from Dhobee Tank. One of the most important domestics is the

#### COACHMAN ("Garhwān"),

Or "Ghareewallah" at Bombay, whose duty is to clean the carriage, harness, oil the wheels of the vehicles, inspect the horses' food, beds, and feet, attend to their feeding and cleaning, sleep in the stable, overlook the grooms, and take the full and entire charge of everything belonging

to this portion of the establishment. The members of this fraternity are generally capital whips, but most reckless and careless. They all aim at being able to drive at a most furious rate, which appears to be a great recommendation in the eyes of the Native gentry: He has the hiring and discharging of the grooms, and his pay should not exceed 10 rupees or £1 per month, in addition to which his livery and that of the grooms should be found viz.: a hat, coat, girdle or band for their waists, and two pair of white and one of dark trousers each. In the rainy season it is necessary to provide them with thick waterproof coats and hats. It is customary all over British India to have a

#### GROOM ("Sals, Syce"),

Or "Ghorawallah" for each horse, whose duties consist in cleaning, feeding, and going out with his charge, cleaning the saddles, bridles, harness, and lamps, fetch the grain (corn) and grass (hay), keep the stable clean, wash the carriages, sit behind them when his master goes out, run by his side to hold his horse when he pays visits, or rides into the town take his horse to be shod, and sleep in the stable near him. Almost the entire majority of this fraternity are great rogues, and perform their offices most carelessly and negligently. The custom of the country will not admit of a groom attending to more than one animal, nevertheless, a most active and rigid watch must be kept over them, if an European wishes to have his stud kept in any thing like a good healthy condition. Not the slightest confidence can be reposed in these men, for the very best of them are neither more nor less than a pack of cheating scoundrels, as they hesitate not to deprive those useful and valuable animals (the horses), of their grain, and unless they are carefully watched, they will fill the nose bags with the proper quantity of food, place them on the horses, but the instant that their master or the coachman turns his back, the

bags are sure to be removed, and the greater portion of the grain extracted therefrom, which provender they themselves will roast and eat, or else sell it at the nearest native bazaar. In order to keep horses up in good condition, *spice balls* are frequently given to them; these are made of Ghee "clarified butter," spices, eggs, and sugar, but the crafty grooms will, if at all possible, purloin them, and consume them themselves, even the grass (hay), is not safe from their speculation, for they frequently not only carry it away from out of the stable and sell it in the native bazaar, but also connive with the Gram and Grasswallahs to defraud their master, by allowing those worthies to give short measure and weight when those articles are bought in bulk; they, as a matter of course, receiving a good round sum as "dustoree," or present. Personal superintendence will alone protect the European from these impositions. On no account ought they to be allowed to sleep away from the horses, as should those valuable quadrupeds be taken ill in the night, death would in all probability ensue before advice or any knowledge of the circumstance had reached the owner's ears. Let the prudent master adopt the precaution of visiting his stables *personally* the last thing at night, and see that the horses are properly cared for and bedded up, and the grooms in their proper places, for much more is done by the owner's own *watchfulness* than all the blustering and talking of either the Butler or the Ghareewallah. Never allow one of them to *ride* a horse, but make them *lead* them. His pay should not exceed Rupees 8 or 16s. per month. The same caste which has hitherto provided the Indian army with its soldiers, also enables the European to have a

### BELTED MESSENGER

("Sipahle Chaprasi"),

Or "Sepoy," who wears a belt across his shoulders, as the English officer now wears his sash, on which is affixed a plated, silver, or gold plate, with his master's name and

address engraved thereon. His duty is to carry letters, messages, receive and take money, and accompany the carriage on important occasions. He may safely be trusted with any sum of money to take to the bank or pay to tradesmen, without the least fear of his betraying his trust. He should always have a receipt book, which he is required to bring back to his master signed, when carrying money to any parties. He does not reside on the premises, but comes at 10 a.m. and leaves at 6 p.m. His pay should not exceed Rupees 8, or 16s. per month: It is quite impossible to dispense with the constant services of a

### TAILOR ("Diss"),

Or "Durzee," who is required to be permanently attached to the establishment. His duty is to come to the Bungalow at 9 a.m. and leave it at 4 p.m. He is employed in repairing the linen, &c., which has been torn by his Prince of patrons, Dhobee Sahib, in making musquito curtains, hemming sheets, table cloths, darning stockings, &c. All those functionaries are beautiful workmen, and an European who wishes to save as much as he possibly can during his residence in India, will do well to have sent out to him from England, "*Minister's Patterns and Gazette of Fashion*," which contains all the fashions for gentlemen, "*Le Follet*" for ladies. He can then purchase his own materials, and make this official cut out his garments according to the patterns sent from England. By these means a great saving will be effected, and he will always be well dressed at one-sixth the cost which Europeans in India generally incur. Many employ first-rate tailors in England, but then they pay most exorbitantly for every article. Others employ European tailors of the Presidencies, whose charges are high and exacting in the extreme. Should there be a Lady in the establishment, this tailor will have abundant employment, as it is almost impossible for her to attend to anything in the shape of needlework in this climate

especially in a large "ménage." It may be as well to state that he can make up dresses and every kind of apparel worn by the softer sex, provided that a pattern is given him. His workmanship is generally of the finest kind. His wages should not exceed Rupees 12, or £1 4s. per month. If there be a Lady belonging to the family, then it will be absolutely necessary to engage the services of an

### AYAH,

Or Lady's Maid, who should be a Portuguese, (native of Goa), at least, they are generally the best. But the lady must not expect to find so able an assistant as an European servant of that caste. She can curl hair, dress her mistress, attend her in her bath and bed rooms, wash and iron a few laces, but no confidence must be placed in her honesty. The entire class are most untrustworthy, confirmed story-tellers, and much addicted to taking their "little drops of comfort" on the sly. They are necessary evils, but require to be kept at a most respectful distance, well watched over, and must not on any account be trusted with the keys of her mistresses' wardrobe, allowed to pay any accounts, or in fact, to have any confidence placed in her, but to be made rigidly to perform her duties, and nothing more. She sleeps in the Bungalow, is maintained by her mistress, and her pay should not exceed more than Rupees 10, or £1 per mensem. It will also be found necessary to have attached to the staff, a

### PRIVATE WATCHMAN ("Ramosis"),

Or "Ramoze," Chowkeydar, Peon, whose duty is to watch over the Bungalow, and patrol the Compound during the whole of the night, calling out the hours as he inspects the premises; open the carriage gates after dusk, call the servants at gun fire, (five a.m.), at which hour he retires to rest. He comes on duty at seven p.m., is generally armed with a small sword, pistols, or club, and will in case of

sickness go into the city for medicine, should all the other menials be fully occupied. His pay ought not to exceed Rupees 8, or 16s. per month. He sleeps in the offices, but maintains himself. The services of a

### GARDENER ("Malk"),

Or "Mallee" are necessary. His duties are to attend exclusively to the Compound or grounds. He also looks to the feeding of the poultry, milking of the cow or goat, if either are kept, and daily prepares and obtains the bouquets of flowers, with which the head Hamall decorates the vases. He is a most useful official, and the tasteful manner in which all his fraternity blend the variety of colours of which a nose-gay is composed in India is truly inimitable—no European florist could compete with him. His worst propensity is to ramble from place to place setting gardens out, and seldom staying long with one master. If a good one is engaged, an occasional "dustoree" (present) in the shape of a Rupee may perhaps be an inducement for him to remain attached to the ménage. His pay should not exceed Rupees 8, or 16s. per month. He employs most simple instruments in his vocation, and the various uses to which he applies his *garden knife* is truly wonderful. Should any number of dogs be kept, then, in addition to those functionaries, a

### DOG KEEPER ("Duriya"),

Or "Dooreah, or Kuttawallah" must be employed, whose exclusive duty is to feed, wash, and take out to exercise the canine tribe. His pay should not exceed 7 rupees or 14s. per mensem. He sleeps on the premises, but maintains himself, and will if not well watched starve his charges and fatten up himself. Should the European be fond of river excursions it will be necessary for him to keep a staff of native

### BOATMEN,

Or "Manji and Dandies," whose duty consists in attending exclusively to the boat, mending its awning, sails, oars, rigging, &c.

Great care must be taken that the boat is kept under cover with water in it, or else the dry weather will make it leak. These men require to be well looked after, or else they will take their master's boat out into the harbour and convey people on board ship, and sail about for hire. The head boatman should always be kept on the "*qui vive*" and never be told that "the boat will not be required," or else he will never be at hand when wanted. These men are not courageous, and if any difficulty should occur on the water, the European must depend entirely on his own tact, skill, and moral courage. They are good swimmers, but terrible "poltroons." Their pay should not exceed 8 rupees or 16s. per mensem. Should the European's occupation oblige him to pay many visits in the town, it will be necessary for him to buy a

#### PALANQUIN (*Palak*),

The price of which is about 100 rupees or £10. This will entail upon him the expense of keeping in his establishment five

#### PALKEE BEARERS (*Hamalls*),

Or "Palkeewallahs," four of whom bear the palanquin along on their shoulders at the uniform rate of three miles per hour, whilst the headman runs by the side, opens the door, gives his master's directions, keeps the palkee clean, attends for orders, and has the rest under his sole control. If the European should have to travel any distance, ensconced in this most comfortable conveyance, in which he lies at full length upon a mattress, well stuffed with down, covered with morocco leather, supported by soft pillows, having in front at the upper end of the inside of the palkee, a shelf and drawer, on and in which should be placed books, writing and dressing cases, telescope, a pair of pistols, luncheon case, biscuits, brandy, water, cigars, &c., he must hire four extra bearers, and a musalchee to run by the side with a lighted torch to guide the bearers, which he feeds with oil from a bottle slung at

his waist. The pay of each bearer must not exceed 8 rupees or 16s., and the head man (*Sardar*) should receive 9 rupees or 18s. per mensem. Precaution must be taken not to convey "*a ham*" or any thing in the shape of pork, if discernible to the natives, or the consequence will be that the European will find the bearers vanish instantaneously, and he will be "left alone in his glory" in the palkee. Not a soul will ever be induced to touch it after its pollution by the unclean animal's flesh. Having minutely detailed the class of servants required, and their respective duties, &c., it will not be superfluous to state, that an European holding a civil appointment is expected, according to the conventionalities of Anglo-Indian society, to keep up and maintain an

#### ESTABLISHMENT

Compatible with his position at the Presidency, and although the pay of each official may appear but insignificant in itself, still the aggregate cost of a staff of domestics is very considerable, and may be thus enumerated, viz:—

			rupees.	£	s.	d.
The Butler,	per month...	12	or	1	4	0
Under Butler,	do ...	9	„	0	18	0
Cook,	do ...	11	„	1	2	0
Under Cook,	do ...	8	„	0	16	0
Chief Hamall,	do ...	9	„	0	18	0
Three under Hamalls,	do...	21	„	2	2	0
Doorkeeper,	do ...	8	„	0	16	0
Two sweepers,	do ...	4	„	0	8	0
Water carrier,	do ...	5	„	0	10	0
Washerman,	do ...	10	„	1	0	0
Coachman,	do ...	10	„	1	0	0
Two Grooms,	do ...	16	„	1	12	0
Belted Messenger,	do ...	8	„	0	16	0
Tailor,	do ...	12	„	1	4	0
Ayah,	do ...	10	„	1	0	0
Private Watchman,	do ...	8	„	0	16	0
Gardener,	do ...	8	„	0	16	0
Dog Keeper,	do ...	7	„	0	14	0
Four Boatmen,	do ...	32	„	8	4	0



Four Palkee Bearers, do...	32	„	3	4	0
Head Bearer, do ...	9	„	0	18	0
Valet or Body Servant, do.	10	„	1	0	0

which amounts to..... Rs. 259 or £25 18 0 per month, but the smallest number of servants with which an European can manage to conduct his household with any possible comfort to his wants are, viz:—

A butler, cook, hamall, dhobee, sweeper, water carrier, tailor, valet, coachman, which, together with the hire of a palatquin and four bearers, make the united wages amount to 111 rupees (£11 2s.) per month, or £133 4s. per annum. If, however, a person is determined to practice the most *rigid* economy, he may dispense with the services of a valet and coachman, and then his expenditure in the way of domestics will be 91 rupees or £9 2s. per month, which is £109 4s. per annum, or he had much better set aside all the conventionalities of Indian society and follow the plan laid down at page 61.

The next important step to be taken is to procure the necessary Furniture, so as to instal himself in his own domicile. Much depends upon the size of the house as regards the expense, but in all cases it will be necessary to purchase two kinds of matting, viz.: coarse and fine, the former to be laid down *first*, in order to keep out the damp. If Croggon's Patent Asphalte Inodorous Felt can be obtained, it will be *much* better, and then the fine China Matting ought to be placed over it. No curtains or hangings are required to the windows, as they not only obstruct the free circulation of air, but are receptacles for insects which swarm in this climate. In each room should be hung up diagonally along it, a Punkah (a piece of board about 2 to 3 feet wide, having a long muslin frill attached to it, fastened on by means of rings and an iron rod, made very full like the valance of a bed, about 3 feet in width) with ropes passed through the walls

to enable the Punkahwallahs (Under Hamalls) to waft it backwards and forwards. Hanging Lamps should be suspended from the ceilings, and earthen jars for water placed in the corners of both sitting and bed rooms. The

### DINING ROOM

Furniture should consist of a large cheffonier, table with removable flaps, one dozen chairs with *leathern* cushions, a dumb waiter, and a suspending vestibule lamp, with Punkah guard. That in the

### DRAWING ROOM

Of a loo table, two card tables, handsome cheffonier, piano, two easy chairs and sofas, one dozen chairs, music stand, two ottomans and foot stools, work table and tea poy, a few pictures, flower vases, suspending lamp with two burners and Punkah guards, six bracket lamps, also half a dozen Persian rugs scattered about the room, and each

### BED ROOM

Should contain a cot (as a bedstead is termed in India) with two sets of gauze curtains blue and brown, not white, as they wear out soon, and require washing constantly, a double washhand stand, dressing table, toilet glass, wardrobe, chest of camp drawers (to take off in two pieces, with legs and slides, so as to prevent the drawers from falling out when packed for travelling), toilet table, towel horse, easy chair, with leathern cushion, night commode (patent inodorous), clothes basket with patent lock, small table by bed side, yatch bell, reading lamp, and six or four chairs with leathern seats. The plate chest and iron safe should be kept in this room. Each

### BATH ROOM

Should have a full-sized bath, chair, table, toilet glass, towel horse, night commode, yatch bell, &c. The whole of the furniture is made of black wood and should be French polished, which will not only preserve it from *warping and cracking* but will enable the Hamalls to

dispense with the necessity of using oil and beeswax, the smell of which is extremely offensive in a warm climate. It has hitherto been the custom to have the seats of the chairs and sofas covered with *damask*, but on no account should that plan be adopted, because owing to the windows and doors being always open during the day time, they are covered with dust, which necessarily eats into the *damask*, and it is a fact, although Europeans will hardly credit it, that the seats actually become saturated with mildew in the rainy season, even when the greatest cleanliness is observed in a household; but such is not the case when the material is made of *leather*. It is undoubtedly more expensive at first, but much cheaper in the end. The room adjoining the dining room should also be converted into a

#### BUTLER'S PANTRY,

Which should be matted, have lamps like the others, contain a dresser with drawers and shelves having hooks, in and on which should be placed the glass, china, breakfast, dinner, tea, and dessert services, plate basket, cleaning leathers, and all the necessary utensils required for the use of the butler in the household. It will be necessary to have the

#### VERANDAHS

All covered with inodorous felt as well as fine matting, Cuscuss Tatties (mats) should be hung all round them and kept damp with water (the garden engine being played upon them frequently during the day) which will exclude the heat of the sun and keep the place cool. In the evening they must be rolled up and tied so as to prevent the wind from wafting them away, and to allow the cool breeze to penetrate into every apartment, the windows of all of which should be closed as soon as dusk comes on. Lamps must be suspended from the roofs, and those at each entrance should be kept burning all night. A table and a couple of chairs ought to be placed in

each verandah. In the rainy season *cadjans* must be fixed round these places, and the

#### PORTICO

Or Door Porch should be covered in and well protected on all sides. It is merely necessary to purchase for the use of the

#### COOK HOUSE,

As the kitchen is called, a large wooden table, couple of chairs, iron baking and cooking vessels, all of which are coated with tin (which is required to be redone once monthly, the cost of which is from  $\frac{1}{2}$  to 1 or  $1\frac{1}{2}$  Rupees), water jars, oil lamps, and wood hatchet. No European lady can possibly think of entering the cook house, as she would in her own kitchen in Europe, for the smells therein and scenes enacted by the domestics of an Indian establishment are truly *offensive* to females of all classes. In the

#### STABLES, &c.

It will be necessary to have a couple of racks erected, and two stakes must be driven firmly into the ground at each place where the racks are so that according to the custom in vogue in India, the horse's hind legs (to which leather straps are attached when in the stable) may be fastened to them with ropes, a couple of pails, sponges, brushes, brooms, curry and mane combs, halters, exercise bridles, wheel cleaners and suckers (one dozen of which should always be kept on hand), chamois leathers, mops, grain measures and shiflers, horse cloths, and leathern nose bags. Two hanging lamps should be suspended from the roof, and kept burning all night. The carriage and palanquin should also be kept covered with stout brown holland covers in the dry and waterproof ones in the rainy season, precautions which cannot be too carefully attended to, if it is desired to preserve the conveyances in anything like decent order; also a part partitioned off for the standing of the carriage and palanquin, and a case erected for hanging up the saddles, bridles, harness, whips, &c., to which

drawers should be attached, and in which the cushions of the carriages should be carefully placed when not in use. This ought to stand quite away from the wall, and that should be the case with all the articles of furniture in *every room* in the whole establishment, the feet of which as well as of those of all kinds of furniture ought to stand in deep hollow iron moulds which must be kept *constantly* filled with salt and water in order to prevent that scourge the

### WHITE ANT,

From destroying the cushions, books, comestibles, clothes, linen, boots, hats, in fact, every perishable article; and it may not be considered irrelevant to enter into some slight account of the destructive ravages of that voracious, yet diminutive insect, which generally swarms in myriads all over the vast empire of India. It is utterly impossible for any individual, who has not resided in that country, to form the slightest conception of the magnitude of the depredations committed by these small yet truly formidable insects. They penetrate into every chink and crevice of the walls and all timber trunks, except those made of Camphor wood, (which it is most advisable to purchase, to keep dresses, coats, &c. in with security; they are sold at all the native stores, and vary in price, according to their size, viz., No. 1, from 8 to 10 rupees; No. 2, from 12 to 14 rupees; No. 3, from 16 to 18 rupees;) portmanteaus, boxes, &c., and every article of furniture, in fact, so secret yet destructive are their movements, that it is no uncommon thing to open a wardrobe and find the entire contents actually covered with masses of those creatures, and which articles then resemble the dust in the mummy cases in the British Museum, as they have been feasting most sumptuously on "purple and fine linen." The only effectual remedy that can be adopted to guard against the exploits of these marauders

and scourge is, to take the above precautions throughout the whole ménage. When a Bungalow is furnished on a comfortable, although moderate and economical scale, and the articles purchased *new*, which is far preferable to buying them second-hand and at sales, such being patched and glued together for immediate disposal; because whenever it is required to sell them, either by auction or private contract, a much better price will be realised, by reason of their make, shape, &c. being uniform. The actual cost of the furniture may be set down at from 1200 rupees (£120) to 2,000 rupees (£200), independent of which it will be found imperative to purchase such requisites as glass, china, lamps, culinary utensils, and household linen, which will entail an additional outlay of 850 rupees (£85) to 1,000 rupees (£100). The next item in an European's expenditure is the

### PURCHASE OF HORSES,

Two of those useful and invaluable animals being absolutely necessary in a climate where a person cannot perambulate about to transact his business, on account of the intense heat of the sun. As in Europe, the greatest caution in buying and selecting is *imperative*, and it would be most advisable for a novice in Indian customs to apply to the most respectable European veterinary surgeon in the Presidency at which he is staying, who will, for a commission of 5 per cent. and a fee of 5 rupees (10s.), procure sound animals, and hand the purchaser a certificate of such.

It will also be commendable to always send the horses to the forge of that individual, to be shod with Rowday's patent shoes, the charge for which is 2 rupees (4s.) each time; but the European is recommended to enter into a contract with this functionary, to attend his stud in case of sickness, and shoe horses at a stipulated sum per mensem, as horses are subject to many diseases in India, and if placed in the hands of the

**NATIVE VETERINARY SURGEONS,**  
Are generally returned to their owner ruined, and that too at a most *terrible* cost; for well do those individuals understand the way to make up long bills, in an especial short time. Much precaution should be used, for the loss or illness of a horse is a dreadful inconvenience in India, where those animals are so useful, and entails upon the owner the necessity of hiring one, at a charge of 3 rupees (6s.) to 5 rupees (10s.) per diem from

**NATIVE HORSEDEALERS,**  
Who are as great adepts at trickery and knavery as their European fraternity in every respect, and with whom the European should avoid all transactions as far as possible. In the selection of horses, it will be most prudent to purchase a pair of Persian cobs, as they will endure rough work; the colour should be iron-grey, as they bear the heat of the sun much better than chestnut or bay ones. A fair price to give for them is 200 rupees (£20) or 300 rupees (£30) each; and they can be either rode or driven at pleasure.

Should the European have to work his cattle hard, he will then be obliged to purchase a Tattie or Pony, which he can either ride about in the evening or drive in a small gig, or as it is termed in India, buggy, which conveyance resembles the old-fashioned cabriolets, but such a vehicle is not recommended as economical. The general price of them is about Rupees 100 (£10) to Rupees 200 (£20), whereas a very compact and well-built oblong carriage called a shigram can be purchased for Rupees 150 (£15) to Rupees 200 (£20), which very much resembles a large palanquin on wheels. It has wooden windows, which can be opened or closed at pleasure, and which extend along both sides the whole length of the vehicle. Nearly all the conveyances turned out by the different coachmakers in the three Presidencies of India are not much inferior in quality or appearance

to those of the London *élite* of Long Acre; but it must also be borne in mind that all the appurtenances are sent from England, and then put together by the native coachmakers. A very handsome

### CHARIOT OR BROUGHAM,

Complete, with leathern cushions, double set of lamps, with poles for single and double harness, will not cost more than Rupees 500 (£50) to Rupees 800 (£80), and it not unfrequently happens that prior to the middle of May, when old residents are retiring from the service, and going to Europe, a very neat turnout, consisting of a britzka, landaulette or phaeton, harness, and a pair of horses, may be purchased for Rupees 1,500 (£150) to Rupees 2,000 (£200). Much care will be required to keep the carriage which the European has selected in good preservation. It will be necessary to have thorough good and substantial covers made of thick brown holland, one of which should be kept thrown over it when in the coach-house, and the other ought to be so constructed as to cover over the whole of the head, back, and sides of the vehicle, having button-holes made in it so as to fasten it on brass buttons fixed on the carriage; this should be used when riding out in the daytime, as it will not only keep the inside much cooler, but also preserve the paint, which otherwise becomes blistered, and soon looks shabby, on account of the intense heat of the sun. In the monsoons it will be necessary to have two covers made in a similar manner of waterproof oil cloth, which will effectually preserve the vehicle, and save the expense of having it painted every dry season, which would otherwise be absolutely necessary, the cost of which is from Rupees 150 (£15) to Rupees 200 (£20). So utterly careless are the grooms and coachmen in India that it is necessary to have the wheels, &c., examined daily by them in the master's presence, prior to his venturing

to drive or to be driven out, for it is a very frequent sight to behold break-downs as a drive is taken or on proceeding to business, which is generally owing to such precautions having been neglected by their respective owners. The suckers of the wheels should also be examined, replaced monthly, and the wheels well greased, the linch-pins looked to *daily*, an additional supply of wax lamp candles, and the wheel key should always be carried in the carriage, as well as the horses' halters, and well filled nose bags, as a feed of grain is an admirable support to horses in this relaxing climate.

It may not be irrelevant to state that oil carriage lamps should not be used; they are not so good in India as the candle lamps, because the grooms will never keep them in a cleanly state, for when required to be used they are generally found to be encrusted with dirt, and will not burn, which is extremely dangerous in a country where there are not as yet (it is, however, in contemplation to light the principal city in each Presidency with gas) any lights by the sides of the roads, and where darkness sets in at sunset. Many fatal accidents have happened on this account.

Sets of good European and Native Harness can be purchased at Rupees 70 (£7) to Rupees 80 (£8) per single, and Rupees 100 (£10) to Rupees 150 (£15) per double set. Care should be taken to make the grooms clean it well with blacking, which keeps it in a good state of preservation. It must be kept in the case with the other items of saddlery when not in use, for if left laying about in the stables or coach-house it is not at all improbable that it will disappear most miraculously (the native grooms and coachmen being as light-fingered gentry as the body servants), and find its way into the hands of that receiver of all stolen property, the native marine store dealer in the bazaar. The heavy rains so saturate the harness in the wet season that a good stout set

made of native or Peonah leather ought to be kept expressly for use at that period; these should not be *blackened*, but merely kept *dry*. It is necessary to state that owing to the ravages which the formidable bandicoot, or India rat (the size of which is about that of a large guinea-pig), commits on cushions and the lining of all kinds of vehicles, several large iron traps must be kept constantly baited, and placed under and in the inside of the carriages, if such are open ones, or else much damage will be effected by them. The next subject that requires notice is the treatment of horses, which is essentially different from the mode pursued in Europe in many respects. Each animal has his grass (hay) placed in a rack, to which he is tied by a leathern halter, whilst his hind-legs are fastened to two wooden stakes driven into the ground by means of cords attached to leathern straps buckled to their fetlocks; this method keeps the legs at full stretch, as if the horse were on the point of starting off on a gallop.

The litter or bed consists of the refuse grass which he scatters about the ground. He has, or at least should always have, a plentiful supply of grass or Indian hay (a boat-load of which should be purchased, and housed or stacked as may be best practicable), the price of which is about from Rupees 8 (16s.) to Rupees 9 (18s.) per load in his rack. All horses should be thoroughly well-dressed at 6 A.M. The Indian mode of cleaning these useful animals is to rub them with their hands, and then brush them down with a towel; it is very seldom that the grooms can be persuaded to use either the curry, mane comb, or brushes, so that the master must insist upon both of those indispensable articles being used in the morning. On no account allow the lazy varlets to wash their charges, which they will invariably do if not well looked after, as not only are they liable to catch cold, but their coats retain the dirt, and seldom look as clean and glossy as they

ought to do. Care should be taken when returning from a smart drive or gallop, in the cool of the evening, that the grooms walk the horses about, and do not attempt to clean them until they are perfectly cool, and then let them be smartly rubbed with their hands, the feet well washed out and filled with good thick stopping, which must be picked out in the morning.

These precautions will keep a stud in good health and working condition; let them be neglected, and the most splendid turn-out and finest cattle will be totally worthless in such a country as India. Attention must, however, be particularly directed to their feeding, which should be at regular stated periods. Three feeds of gram (a small grain, much resembling a parched pea, but rather larger in size) should be given to each horse, viz :—at 8 A.M., 1, and 8 P.M. The most economical manner of purchasing this commodity is to buy several maunds (*man, mun*, equal to 100 lbs. troy weight) from the boats, and to keep a stock constantly on hand, which can be easily managed by having a large wooden box, lined with tin, to preserve it from the depredations of the Bandicoots, with a patent lock or padlock attached, and made of sufficient dimensions to hold a considerable quantity. The price varies according to the supply in the market, but it may be set down to cost about Rupees 15 (£1 10s.) to Rupees 20 (£2) per maund, which is equal to 100 lbs. troy weight, or about 75 lbs. avoirdupois. The supply should be laid in *previous* to the rainy season. Much will be saved if the European will himself make the coachman come and fetch the daily supply regularly in the morning. The key of the

### GRAIN CHEST

Should be retained in his own possession. All the natives (and their cattle are the finest and fleetest in the Presidencies) invariably give each of them every morning, as soon as they

have been cleaned (about 6 A.M.), a spice ball, which in dimension is as large as a good-sized cricket ball; the ingredients of which it is composed consist of green ginger, sugar, ghee (clarified butter), and eggs. They are purchased of the spice ball wallah "man," who contracts to supply the stud with them at the cost of 2 Rupees (4s.) per month each horse for *one* daily. Such unconscionable rascals are the whole fraternity of grooms, that the European, who generally rises at 5 A.M., will do well to inspect the feeding of his horses with these nutritious articles himself at six in the morning, or it is a great chance that any of the cattle ever *taste* them, these varlets being particularly fond of everything *spicy*. The quantity of water given is unlimited, precaution, however, being taken that the animal is never allowed to drink when overheated, or to be driven or rode hard after having been watering. In the rainy season it will be absolutely imperative to have their neck and loins encased in light waterproof hoods, such as are generally used by physicians in Europe. In case of the slightest symptom of sickness, send *instantly* for the veterinary surgeon; never attempt to tamper with the animals' constitution, and do not overwork them; rather drive or ride them *alternately*, than work them together daily, for the intense heat of the climate renders it necessary to *husband* their strength as much as possible. If standing still for any time, let a cloth be thrown over the loins, and after sweating, let them be well scraped down: a cane, or thin iron scrapel should always be carried in the vehicle for that purpose, as well as two feather brushes which the grooms should use to drive away the insects that swarm around and torment them. A prudent European, who takes any pride in the appearance and comfort of his stud, must make up his mind to undergo the fatigue of making nightly visits to his

### STABLES

Previous to retiring to rest, so as to satisfy

himself personally that his horses' comforts and wants have been attended to. Should this be neglected, he may depend upon it that he will soon discover, from their appearance, that these animals have been totally uncared for; that his grooms have been absent from the stables, and that those valuable creatures have been left night after night without grass, and, perhaps, even without litters, whereas, his inspection will command and obtain proper attention and care. In case of wilful disobedience, seek other grooms, and then discharge the culprits, but cut (take away) as it is termed in India, their

pay for the neglect they have shown. This observation applies to *all* menials, care being taken to procure others *before* the negligent are discharged, for sometimes it is difficult to obtain domestics at the Presidencies, and to be left without any *one* when the staff is complete, is exceedingly inconvenient in India, where caste prejudices prevent a master being able to compel servants to do *any* other office he may desire than that which is actually assigned to their respective caste.

Having minutely detailed how, and in what manner an European should form, it will be necessary to show at a glance the actual

### COST OF AN ESTABLISHMENT IN INDIA,

Which may thus be enumerated, viz:—

	Rupees.	Rupees.	£	£
Furniture from .....	1,200	to 2,000	or 120	to 200
Glass, China, Lamps, Culinary Utensils, &c., Household Linen, from .....	850	to 1,000	or 85	to 100
Two Horses, from .....	400	to 600	or 40	to 60
Carriage, from .....	500	to 800	or 50	to 80
Harness, &c., from .....	100	to 150	or 10	to 15
Palanquin, from .....	100	to 150	or 10	to 15
Which entails an outlay of .....	Rupees 3,150	to 4,700	or £315	to 470

The position of an European holding the rank of a Civilian will not admit of his sojourning long, either at a Club or an Hotel; and to rent or purchase a ready furnished bungalow at any of the Presidencies is quite impossible, for when Europeans quit any part of India for the interior, or return to Europe, all their property is sold off by public auction. This points out the absolute *necessity* of all young men entering the civil service of India being allowed, or having at their command a sufficient fund on their arrival in India to meet this emergency, or else they will be compelled, through dire expediency, to commence their career entrammelled in the chains of that demon, debt.

Every individual, in the slightest degree acquainted with Life in India, cannot possibly consider the amount at which the cost of an establishment has been herein stated as ex-

travagant, for it is most certainly *under-rated* rather than over-rated; neither can a civilian possibly dispense with any of the items specified, since they are absolute necessities, which the nature of his own position, and the peculiarity of the climate, render indispensable, for, it must be remembered, that the heat is most trying and baneful to every European constitution. No matter however frugally inclined he may be, still he must keep a conveyance of some kind, it being utterly impracticable for him to walk to his office daily; besides, *custom in India* has established it as a general rule, that no individual having the slightest pretensions to the rank or position of a gentleman (Burra Sahib), can become an *habitual* pedestrian; in fact, the natives would not pay him that respect which is due to him as a Civil Servant were he to attempt to act differently, independent of which, every Civilian

lian has his own establishment and equipage; and, were any member of that service to act so indiscreetly as "to set at nought" the customs and habits which his colleagues have adopted, he would, in all probability, soon find that his post was untenable, and he would be compelled to resign his appointment. An European thus situated, must act in unison with the other members of the service to which he is attached. The status in society of a Civilian is clearly defined—it imperatively entails upon him a very heavy expenditure, and, although he may (prior to leaving England) have determined, most stoically, on his début in India "to make both ends meet," he will find it utterly impossible to carry out his resolve, unless he possesses other resources than the bare income that is attached to his appointment, which may be stated at 300 rupees (£30) per month or in round numbers 3600 rupees (£360) per annum, which officials significantly and yet most *appropriately* term, in Indian phraseology, their subsistence money, as such is only sufficient to enable him to meet his current expenses, which, upon his début in Indian life, may be estimated at a

### MONTHLY EXPENDITURE

Of 300 rupees, or £30, and may thus be particularized, viz.

	Rs.	s.	d.
Rent of Bungalow per.. month	50	or	5 0 0
Bazaar Expenses .....	50	"	5 0 0
Keep of Two Horses.....	34	"	3 8 0
Wheel Duty on Carriage .....	4	"	0 8 0
Staff of 13 Servants .....	108	"	10 16 0
Incidental Expenses, viz. wine, brandy, soda water, clothing, repairing carriage and saddle, veterinary surgeon, &c. newspaper subscriptions, medical attendance, subscription to civil service fund, postage, &c. See page 51 .....	54		8 0
	300	"	30 0 0

Which clearly demonstrates that the stipend attached to a Civilian's appointment, is

x

nothing more nor less than what it is termed in India, "*subsistence money*."

It may not be amiss to point out the difficulties with which an European will have to contend, should he possess no other resources than his actual pay. In order to maintain his rank, and obtain the respect which all Civilians *must* receive from the natives, it is imperatively necessary that he should form an establishment in the manner and of the magnitude which has been already minutely described; besides, society in the Presidencies is so constituted, and of so *exclusive* a character, that Civilians cannot but associate with their own official clique, and conform to the manners and customs of those individuals; therefore he has no help for it, but to give orders for the formation of his ménage, and thus run headlong into debt to the tune of 3,150 rupees (£315) to 4,700 rupees (£470), the whole of which liabilities he contracts with the cunning, crafty, wily, and shrewd natives, under whose power, influence, and control he remains until the whole sum is liquidated, and thus begins his official career, in a *dependent* position, in lieu of being a free and unbiassed agent.

Not being able to keep up his regular monthly payments, for that is the condition on which Native storekeepers supply Europeans with whatever commodities they may require, he naturally explains his unpleasant and degrading position to one of his colleagues, who, having in all probability passed through the same ordeal, advises him to purchase rupees, or in European phraseology, to obtain a loan upon as favourable terms as possible. The mode of procuring such is to apply to some wealthy Parsee, Banyan, Shroff, or Marwarree, most of whom are generally ready to become *honourable* (if the expression may be so misapplied) money lenders to young and inexperienced civilians, at the current rate of interest legally receivable in India, viz., 8 per



cent., provided that the borrower will effect a life policy of assurance for four times the amount of the sum he stands in need of, procure two responsible sureties, to guarantee not only the payment of the regular half-yearly premiums (which upon a healthy life average 6 per cent.) on the policy, but also that of the stipulated instalments for the liquidation of the advance, and at the same time insists that the policy itself shall be placed in his own hands as collateral security, until the whole of the loan, together with the interest accruing thereon, is liquidated. This method of extricating himself from his embarrassments appears easy and possible to the novice in Indian life; but when he attempts to practically accomplish that which theoretically he assumed to be simple enough, he finds it almost next to an impossibility to obtain the requisite security, because being unknown and untried, his colleagues in office are either unwilling or unable to assist him. That they should be unwilling will not appear strange, as caution may have become one of their characteristics, and Europeans are earnestly enjoined not to become surety for any relative or friend; but that Europeans holding lucrative and high official appointments should be unable to become guarantees for the sum of 3,700 rupees or £370, must appear dubious to inexperienced Europeans, yet nevertheless such is substantially correct, or it seldom happens that many members of the Civil Service in India are overburdened with surplus cash, or stand so high in the estimation of the native money lenders as to be considered by them good sureties, and his arises from the enormous expenditure which their rank and position in the service necessarily entails upon them, although they are generally gentlemen of the greatest probity and honour, liberal, hospitable, and generous in the highest degree. Thus placed *au-désespoir*, the young civilian puts a bold front on his youthful countenance, and seeks a con-

fidential interview with some well known disreputable money lender, who after much hesitation consents to advance the requisite amount, at the ruinous interest of 20 to 25 per cent, taking as security a bill of sale upon his effects, and requiring his victim to effect a life assurance, as previously detailed, for four times the amount required to be advanced, the premiums upon which he will himself pay up, at the same time holding the policy in his own possession as security, in case of the demise of the Civilian (as he cautiously observes that "deaths are frequent and sudden in that climate"), but to be returned to him when the whole amount of the advance, together with the premiums of assurance (already paid up by him), and the interest accruing on both are liquidated. Enormous and extortionate as the rate of interest which the wily and astute Native Dealer in rupees *exacts*, still he is far from being satisfied or content with that pecuniary benefit which he derives from this transaction. His real motives in assisting the pliant and inexperienced Civil Servant are much more interested, and it is at this juncture of that official's career that he succumbs to the coils and snares of his future evil genii, the crafty and subtle native, who like the venomous cobra capella twines himself tightly round his victims, and has scarcely ever been known to leave them during the lengthened period of their sojourn in India; but greatly indeed is that young Civilian to be praised and congratulated, upon whom the fickle goddess Dame fortune smiles so propitiously as to enable him to extricate himself quickly and uninjured from the poisonous fangs of the Indian dealer in rupees, for it is a well established fact in all the Presidencies, that when once a Civilian has so far degraded himself as "*to purchase rupees*," he loses his own independence, and becomes the mere puppet of the designing and unprincipled native. Degraded himself may be con-

sidered too harsh an expression, but yet the term is used *advisedly*, because those very money lenders, whether Parsees, Banyans, Shroffs, or Marwarrees, after that transaction, hold the Civilian in *utter contempt*, and although outwardly they may and do salute him most cordially, respectfully, and superciliously, nevertheless inwardly they hold him in the most sovereign disgust, measuring his conduct by their own, and therefore considering that his principal object is to attain wealth at any sacrifice; but could their flinty hearts really know the heart-rending pang's his application to them has cost him, they would pity, not condemn the line of conduct which nothing but the actual false position in which he has been placed on his arrival in India has necessitated him to pursue. Should the Civilian however be able to free himself early from their thralldom, rest assured that he will remain entirely under their control and influence until he become a Member of Council at the Presidency, to which is attached a salary varying from £5,000 to £8,000 per annum, or else retires from the service, when he is entitled to receive an annuity of £500 or £1,000 per annum, according to his length of service; but even the re-payment of the loan, together with the punctual and faithful discharge of every stipulation connected with such transaction, does not in the *opinion* of the crafty native entirely cancel the deep, and as he considers it, lasting obligation the Civilian placed himself under when he was so far compelled to humiliate himself as "*to purchase rupees*" of him, no matter what position he may afterwards attain in the service; the Civilian must *not* succumb to such opinions, but cast the dealer of rupees off as soon as he has freed himself from his trammels.

It may be as well to explain to inexperienced Europeans the system of annoyance and dependence which is attached to the borrowing of money in India. Having demonstrated that

the whole amount of a Civilian's subsistence money is merely sufficient to keep "*the wolf from the door*," it is self-evident that no portion of his pay can be appropriated towards liquidating the monthly payments of the loan which he has procured from the Indian Shylock, unless, indeed, he is so fortunate as to meet with speedy promotion, and even then it not unfrequently happens that a change of station compels him to dispose of his entire establishment at an immense sacrifice (which will be entirely obviated by purchasing his "Overland and Residence Outfit," prior to his departure from England, and which Parents or Guardians are most strongly urged to do for him), and upon arrival at his new *locale* he is obliged to form another; besides his advancement will also entail upon him an additional expenditure, and his inexperience and *bonhomie* may perhaps have induced him to have become surety to a Bank or Native, for some colleague who, having kept terms with him at Haileybury, and being well known to him renders it a delicate point for him to decline assisting him, and which amounts he, through some unforeseen circumstances, has had to pay. Independent of which he may have been compelled through sickness to have incurred considerable liabilities in such items as medical attendance and medicines; and here it may be as well to inform the inexperienced European that the most economical plan is to contract with his medical adviser by paying him a fee of Rupees 100 or 200 (£10 or £20) per annum for his attendance; but that will not include the medicines he may require, the cost of which is very considerable, as the European chemists at all the Presidencies charge most exorbitantly, about twice the prices of those in England for every article they supply. As the most prevalent diseases to which Europeans are subject in India are Fevers, Dysentery, Constipation of the Bowels, Cholera, Liver Complaint, Rheumatism, and Bolls, it is essen-

tially necessary that the Civilian should always have a well-furnished Medicine Chest, as well as South's Household Surgery, in his possession, especially as attacks of those maladies are so sudden in that country that instances have frequently occurred of cases terminating fatally long ere medical attendance could be procured, for in such a climate as India it is utterly impossible to command immediate medical advice, as most if not all the medical men are much engaged, and often have a great deal of ground to get over in visiting their patients, many of whom live a considerable distance from each other. By no means should this precaution be lost sight of, as a medicine chest will always prove of valuable aid to all classes of Europeans and Natives residing near his bungalow. At the close of a Civilian's second month's residence he receives a visit from his wily yet accommodating Shylock, who salaams him most politely, and solicits the payment of the instalment due. The European naturally chagrined at being so importunately waited upon by his Dun, and equally disconcerted at the coolness and politeness of his creditor, (he not having as yet acquired a clear insight into the craft, tergiversation, deception, intrigue, astuteness, cunning, depth, and acuteness of the native character, and not possessing sufficient moral courage to calmly and deliberately tell him that he must wait his pleasure for payment) simply expresses to him that he regrets his inability to fulfil his engagement, which intimation being conveyed in a hesitating tone, fully assures the dealer in rupees that the Civilian has become his *easy* prey. He therefore salaams him obsequiously and assures him that, although Rupees are *scarce*, still, as he wishes to befriend him, he begs that he will not distress himself, but endeavour to oblige him next month with the instalments. The inexperienced Civilian now vainly imagines that he is secure for another brief month from the wily machinations

of his astute creditor, who has only delayed his importunities to a more opportune occasion, which soon presents itself, for that Official has in the interim been gazetted to the appointment of either collector or magistrate to some district of the country where he will have to exercise control over a district of about 1,000 to 2,000 square miles in extent, and inhabited by a mixed population of different castes of 12,500 to 25,000 souls, which entails great moral responsibility upon him.

It is when raised to such an office of trust that his "*ignis fatuus*," the native Shylock, again seeks his victim, not indeed to enforce payment of the Burra Sahib's bond, but to endeavour to mould that official to his wishes, and to entangle him in the well-spun meshes of his spider web. The interview now sought is made to appear a visit of congratulation (and here it may be as well to observe that Europeans must not consider the natives of India as rude or barbaric—on the contrary they are in their outward manners and deportment extremely polished and well bred) on his good fortune, and knowing that he holds the Government official entirely in his power, he solicits almost as a *petitioner* a slight favour at his hands (well aware that were any impediment made to his request that he would boldly *demand* compliance with his wishes, coupled with the most exacting and degrading conditions, for it is the ruling characteristic of the Indian, no matter to whatever caste he belongs, that he will not hesitate to accomplish his purpose when once he has determined upon carrying a point. "*Coute qui coute*" is his motto, and therefore he will not demur to sacrifice or ruin his dearest relative or friend to carry out the ends he has in view.) No less singular than true is it that Indian Money Lenders generally contrive to have some *needy* friends in the district over which any of their debtors are appointed to preside, and in whose welfare

they appear to be most marvellously interested, and whom they endeavour to place under the special protection of the Civilian whom they themselves have befriended in his extremity, and over whom their *protégé* maintains a most rigid surveillance, in order to enable them to carry out whatever ulterior views they may have determined upon. The strict *cordon d'espionage* with which these worthies surround their debtors both in and out of the Presidencies (many of whom are of high and low standing in the services) enables them to obtain accurate information of the incomes, private resources, conduct, appointments, anticipated renewals, dismissals, retirements, and *whereabouts* of all those entrusted with government authority, as well as the vacant appointments in their own immediate individual gift, or within the sphere of their recommendation. The favour sought is neither more nor less than giving an appointment to his *protégé* in his own office. The application as a matter of course must be complied with, unless the Civilian is in a position to discharge his obligations at once. Perhaps that functionary, in his ideas of good *bonhomie*, considers "one good turn deserves another" and grants his request instant. Little does he imagine that by such good nature he places himself almost irrevocably (at least as far as his term of residence in India is concerned) in the power and under the influence of that particular caste of which his creditor is a member. No allusion whatever is made at this meeting to the payment of the several overdue instalments, so that the Civilian naturally applies the flattering unction to his diseased mind that "a friend in need is a friend indeed," and entertains the highest opinion of the crafty and scheming native usurer, who, when all his ends are gained will have his pound of flesh from his well-fledged and unmercifully-fleeced victim. It is a well-known fact that the Natives of India of all

castes never scruple to avail themselves of every information within their reach to attain any object they may have in view, no matter by what means such knowledge is gained or conveyed to them, whether in an honourable or dishonourable manner, and hesitate not to use that knowledge for their own advantage, (utterly regardless whether by such a course discredit or ruin may be brought on the Europeans from whom they have directly or indirectly pumped it, or whom they may think proper to implicate in any hazardous undertaking or questionable transaction, either of a public or private nature), and it is in affairs of this nature that the Indian Shylock's *protégé* acts his destined part in the well played drama of Indian life, utterly regardless of the kindness or services which he has received from the hands of the European who has raised him to affluence, and placed him on the road to fortune. It not unfrequently happens that the money lender renews his application for his rupees just at a time when the Burra Sahib is on the eve of being called upon to administer justice in some case in which the native Shylock is deeply and personally interested. Then it is that the finesse and adroitness of the rupee dealer displays itself most conspicuously. The mode in which he urges his application for his money is a most highly finished and consummate *chef d'œuvre* of acting, the skill which he displays in turning to account this propitious opportunity of urging the Civilian to scrutinise every bearing of the case of Mameekjee versus Pestonjee is wonderful. The astuteness, craft, subtlety, cunning, tergiversation, and torturing of expressions, the turning, twisting, learned, and really clever interpretation which he gives to the meaning of the various legal technicalities of all English expressions is almost incredible, so that it is not to be wondered at that the Civilian, inexperienced as he then is, should be over-persuaded to adopt his creditor's own pre-

judiced and interested view of the case. If, however, on the other hand, all his forcible eloquence has failed to acquire the preponderance which he has made up his mind to obtain over him, then the debtor must be prepared *instantly*, to discharge, *in full*, the whole amount of his claims, or that rapacious human cormorant will devour up his substance, and cast him forth a beggar and a ruined man. Should the Civilian have been enabled, by great tact and judgment, to have parried off the impending blow until he has succeeded in obtaining a furlough to Europe for some time, (during which he is enabled to draw £500 per annum), he may, during that sojourn in his native land, not only recruit his shattered constitution, but likewise save up sufficient to discharge his tormentor's demand, with all its vast accumulations in the shape of interest, &c.; then indeed he is to be congratulated. If, however, he cannot manage to visit Europe on account of his creditor's importunities, he must remain until he make up his mind to seek repose in retirement from the Service, which step places him in a position (by accepting what termed a bonus), to discharge all demands against him, and to return to England to live on a hard-earned annuity which his contributions to the Civil Service Fund has obtained for him, and free from all the machinations and annoyances to which he has been subject ever since his first arrival in the country, of that rapacious, unprincipled, astute, cunning, crafty, deceptive, subtle, tergiversating, intriguing, deep, and vindictive being, the Indian money lender, a character who should be most carefully shunned and avoided by every European, whether belonging to the military, civil, and naval services, or the mercantile community of India; for many, very many, are the Europeans who have passed through this fearful ordeal, and who, had they known the pangs, degradations, and sufferings which their intercourse with that Shylock was

to have entailed upon them, would much rather have cast aside all the formalities of Indian society as it is now constituted, (and the author earnestly advises all debutants in Indian life so to act, and adopt the plan laid down in this work), and have ruggled on in comparative abject poverty, enduring the scoffs and jeers of their colleagues in office rather than not maintain their *independent* sphere of action, and remain free from the galling thralldom of the unprincipled native, who does not possess the slightest compunction for any evils he may inflict upon the European; but on the contrary, glories in duping and over-reaching him in every shape and form. Let not the European, whether a traveller, civilian, military, naval, or commercial individual, imagine that this sketch of the native character is too highly coloured, for experience will soon convince him of its fidelity; and well will it be if every young Civilian will impress upon his mind this graphic delineation of the Asiatic, so as to enable him to guard against all the temptations and impositions by which he may be assailed during his career in Indian life, into the routine of which, it may not be amiss to initiate the novice, since the manners, habits, and customs of Europeans, in that part of the world, must be entirely foreign to him. To enjoy that inestimable blessing, good health, it is necessary he should rise at gun-fire, (a signal which is fired from the Fort at 5 a.m.), partake of a cup of coffee and a slice of toast, take a bath and dress; after which, a ride on horseback for a couple of hours is not only conducive to good health, but almost imperatively necessary to obtain an appetite, which, after he has inspected his stables, will enable him to partake of his breakfast, which meal should never be taken at a later hour than 8 a.m., and ought to consist of coffee or tea, curried meat or fish, rolls, eggs, ham, preserved meats, jelly, fruit, &c. As soon as this refreshment is finished, the European should imme-

diately make the butler produce, for his examination and inspection, the bazaar book, which volume should resemble, both in size and quality, the small shilling day books kept by retail shopkeepers in England, i.e., they should average about twelve inches long, four wide, and one thick. The mode of keeping it should be as follows, viz :—

**DR. BAZAAR EXPENSES. CONTRA. CR.**

1857	R.	1857	R.	A.	P.	P.
January 1.		January 1.				
To Cash....	5	By Leg of Mutton.	0	6	0	0
		„ Curry .....	0	2	1	2
		„ Vegetables ....	0	10	2	0
		„ Fire Wood ....	0	3	0	0
		„ Duck .....	0	8	0	0
		„ Fish .....	0	8	0	0
		„ Fowl .....	0	4	0	0
		„ Pine Apple....	0	4	0	0
		„ Custard Apple..	0	2	0	0
		„ Mangoes .....	0	8	0	0
		„ Pomegranates..	0	4	0	0
		„ Rice .....	0	4	0	2
		„ Ice .....	0	8	0	0
		„ Ghee (Clarified Butter) for cooking meat..	0	8	0	0
Rupees..	5	Rupees..	5	0	0	0

As it is customary for the Maitre d'Hotel to employ an amanuensis, as very few of those functionaries can write, it will be advisable for the European to make it an undeviating rule to keep his own bazaar account; that is, immediately after his breakfast, to make his Butler come in and tell him how he has expended the sum which has been entrusted to his care the previous evening (as it is necessary to hand that individual the bazaar money *over night*, which should not on ordinary occasions exceed two rupees; for if twenty rupees were given to him he will never think of having a balance in hand, but will take care to increase the wants of his master and the household to such a degree as to ensure its appropriation; for it is perfectly marvellous the items he will particularise, until he has accounted for every fraction), so that the necessary refreshments may be ready at the regular

hours, which will most assuredly cease to be the case, if such a plan is not rigidly adhered to. Under no consideration whatever should a balance of a single pie be left from one day to another unaccounted for; and if that domestic cannot at once account for the sum *satisfactorily*, hesitate not to cut his pay; that is, stop the deficiency out of his month's wages; there and then tell him your intention, and book the amount against him. The European should take care to thoroughly master sufficient of Hindustani so as to know the names of every article he is likely to require to be purchased, or he may find himself most cunningly duped and fleeced, as the Indian butler is an adept in every species of cheating; and if he imagine that his Sahib is not *au fait* at the language, he will, when giving him his bazaar account, most adroitly charge him every thing *twice over*. For instance, he would not hesitate to tell him that he had expended one rupee for bread (repeating it in English), and after two or three items had been put down, he would again inform him that he had bought "*roti*" (Hindustani for bread) for one rupee, and so on with every article. It will also be necessary to make constant reference to the prices which he charges for every article, as that crafty functionary is always on the alert to gain a pie, and makes the bazaar rates of staple commodities to rise and fall as suits his own immediate wants and convenience—for instance, one morning charging seven annas for a leg of mutton, and raising the price the next day to eight or ten, although actually of the same weight. This trick he will constantly practise, and, as a matter of course, puts the difference into his own pocket. All native domestics are alike in this respect. They think it correct to pilfer and impose upon their masters, possess little or no conscience, and have not the slightest idea or inclination to take care of their master's property, or study his interest, having been taught at an early

age to consider all Europeans as wealthy men, and objects of speculation.

If any loss or breakage occur in the establishment, in the way of bijouterie, plate, glass, furniture, &c., they will, in the most cavalier manner imaginable, inform their master that the articles or article in question is "gaya," which signifies missing, lost, or destroyed. Indeed, so careless and reckless are the very best of them, that it is absolutely necessary that the butler should be given to understand that he will be required to have all deficiencies made good or replaced by the menial in whose charge the articles were placed; and in order to enforce this regulation, inventories should be given to the maitre d'hotel, cook, and chief hamall, of every article committed to their care. The same course should be pursued with the grooms, coachman, gardener, and body servant, and not any of their monthly wages should be paid until the butler has ascertained that everything in the ménage is in order and forthcoming, and in case of that functionary neglecting to perform that duty, let him understand that he will be held responsible for all the deficiencies. As Indian servants are never at hand when wanted, it will be necessary, in order to ensure anything approaching to punctuality, to order the carriage (gharree), palanquin, or horse, as the case may be, in the morning at half-past 8 A.M., which will enable the European to leave his bungalow at half-past 9, so as to arrive in the Fort at his place of business, all of which are in India termed offices, by 10 A.M., the hour at which all public and private persons hasten to commence their daily avocations, and transact their affairs. Thus almost every individual, whether native or European, is actively engaged until 1 P.M., when they all either take tiffin (luncheon) with a friend, or receive some acquaintance at their offices to partake of that necessary refreshment, which is nothing more nor less than an early dinner, and generally

consists of fish, fowl, and flesh, curried, stewed, cold, potted, spiced, or roasted; preserved oysters, meats and game; pastry and fruit, which is accompanied with a tolerable quantity of iced pale ale, claret, champagne, brandy, and soda water, according to the peculiar *gout* of each individual. A few choice cheroots are afterwards smoked. About 1½ hour is generally passed at this ré-union, after which all hasten to resume their duties until 4 P.M., at which hour all business ceases for the day (except with military men, who have generally to attend parade on the esplanades in full uniform until 6 P.M.) The natives and Europeans then repair to their bungalows or gardens, take a bath, change their costume, and hasten to take a canter or drive round the suburbs, or to lounge and saunter about one of the band stands, which are erected on all the esplanades, there to chat with acquaintances over the prevailing topics of the day whilst listening to the overtures, polkas, &c., played in tolerably good style by the Governor's band, until 7 P.M., when the national air of "God save the Queen" warns them to return to their domiciles, where either they prepare to entertain a few select friends, or hasten to dress for a dinner party, soiree, or ball, there to remain until 12 P.M., or when attending at Government House, not to return until 1 or 2 A.M. It is at the receptions given by the representative of Her Majesty, that the line of demarcation is drawn as regards "*who is who*," for only the élite of the Presidency are allowed admittance. A continual interchange of convivialities is always taking place in India among Europeans of all grades, and it is at these meetings that an Englishman who has been accustomed to move not only in the best, but even in middling society in Europe, will become perfectly astonished at the absurd notions of etiquette that pervade all classes of society in India, in comparison with the apparent rigidity, yet healthful tenor, which is maintained at

home, in the respective sphere of society in which he has been brought up. Neither is such difference to be wondered at in the least, when it is considered that a greater portion of those Europeans who hold high lucrative official appointments, as covenanted or uncovenanted servants, frequently marry persons whose previous standing in society does not entitle them to hold the position which they now maintain, but even precludes the possibility of their being allowed the entrée into middling class families, consequently their ideas of etiquette, manners, and good breeding are most absurd and inconsistent, and at times their pride and *hauteur* render them most truly ridiculous.

The introduction of cards, &c., is universal, and the novice is strongly recommended to firmly make up his mind to shun and eschew that dangerous pastime. Such is the ordinary routine of an European or civilian's life at the Presidencies, which, although it may appear uniform and monotonous, can be varied and much enlivened by his taking part in an amateur performance with the military officers, who frequently manage to get up a play in capital style, either for their own amusement, or with a view to promote the furtherance of some charitable institution, the funds of which are at a low ebb. Much amusement is always afforded the European, if he is of an observant character, when attending a magnificent display of fireworks, given at the expense of some rich and influential Native merchant prince on the occasion of a marriage festival, at which is also represented a nautch, or native dance, which is performed by girls termed the

### MEERASEENS

(Which signifies "inheritress," from the habit of whole families never changing the set), who play on the native drums, such as the *tabla*, *dhholuk*, and *Munjeera*. They are modest and chaste in their deportment and dress, and are accompanied by others, called

### KUNCHENEE, HOORKENEES, BAZEE-GARNEES, DHAREES, &c.

In dancing, these females (some of whom constitute the Indian social evil) present very picturesque figures, but are encumbered with too much drapery. They wear silk trousers of the gayest colours, edged and trimmed with gold lace; rich anklets, with small bells, encircle the legs, the toes are absolutely covered with rings, and a large broad silver chain is passed across the foot. A tunic of rich satin, of at least eleven breadths, is worn over the trousers, which is most elaborately trimmed with gold borders deeply fringed. The evolutions which are performed by them are of an unvarying monotony.

At other times he may amuse himself by

### YACHTING

In the beautiful bays, where regattas frequently take place, and in the cool of the evening take a gallop over the racecourse, which Europeans can frequently visit without much fear of being taken in by *blacklegs*, since very little, if any, trickery is to be found on the Indian turf, consequently the novice has nothing to dread from that quarter, as not much betting takes place. When any races do come off, they generally continue for a fortnight, the running taking place every alternate day, in the cool of the evening, just before sunset. Should the Civilian's fancy lead him to indulge in

### SPORTING,

With the exception of jackall and snipe shooting, little sport is to be found in the immediate vicinity of any of the three Presidencies; there is, however, the Calcutta hunt, the hounds of which are of English breed, and in the months of February, November, and December, jackalls abound, and afford good sport.

Should the European be located in the interior, he will have an opportunity of enjoying capital tiger, wild buffalo, and boar and bear



hunting, the former in Bengal, and the two latter in the Deccan, but, if in the centre of India, he can course the antelope, in which greyhounds are employed.

Many amusing, instructive, pleasant, and entertaining hours may be passed in visiting the curious and magnificent ruins of old temples, &c., which abound in this country. If he is stationed in Southern India the Hindoo temples must be the object of his attraction; and if, however, residing in Western India or the Deccan, he must explore the

### CAVE TEMPLES

Of Verrool and Adjunta, those on the islands of Salsette and Elephanta, in the vicinity of Bombay, and also the splendid Falls of Gairsoppah, four in number, and which excel in beauty and grandeur those of Niagara. If living in, or travelling over

### UPPER AND CENTRAL INDIA,

The Pagodas are worthy his notice, and the splendid remains of sculpture near Oojein (Malwa), Oomerkautuck (Gondwana) Guzerat, Mahabuleshwar, Orissa (Juggernaut Temple and Car), Futtehpore Secree (near Agra), Deeg, Bukkur, and Roree Islands, and Forts on the Indus, Secundra, Delhi (Jumna Musjeed, Mausoleum of Hoomaivon, Kootub Minar), Agra (Taj Mehal), Oude (Lucknow, Tombs of Nabob Saadut Ali, Gate of Roum, and the Imambarra), Benares and Ajmere (Sheik Rajah Mooadeen's tomb), Currah (tomb). He will also be able to join many a select set in pic-nic parties, which are constantly being formed in the cool season by Europeans to inspect picturesque and interesting places. And he will do well to avail himself of every opportunity of taking rational amusements, nothing being more conducive to health in India than a change of place and scene. Should he be of a literary turn he will find well stored libraries at all the Presidencies, at

which places the cheap literature of the day can be procured almost as readily as in England.

The next point to which attention must be directed is that of the European's domestic economy and arrangements in his ménage, which being so entirely different from anything of the kind in Europe requires to be conducted with great precision and carefulness. In the first place it will be necessary, in order to render the general superintendence as light as possible, to lay down a well organised system, firmly resolving not to deviate from it. Let the Civilian, &c., as soon as he returns from his morning ride before breakfast inspect his stables and everything appertaining thereto; distribute the quantity of gram required for the stud, give his orders to the grooms, and see what repairs or alterations are required in this department. Whilst dressing himself previous to breakfast, he should give instructions to his Valet (Body Servant) respecting the arrangements, &c., necessary in his wardrobe. As soon as his morning meal is finished he must issue his orders to the Butler, examine his bazaar book (to whom should be given in the evening a few rupees to meet the current expenses of the next day), and give *written* orders for the purchases he may require to be made in the town from any of the

### NATIVE OR EUROPEAN STORE-KEEPERS,

And unless the European can himself buy or order whatever he may want, no domestic should be allowed to fetch any article without a *written order*, the storekeeper being previously warned that nothing will be paid for unless the Civilian's voucher can be produced, as servants are frequently in the habit of fetching articles, using such for their own consumption, and having them set down to their Sahib's account. And here it may be advisable to caution the European how he should conduct

his business transactions with all storekeepers in India, against whose tricks and manœuvres he can hardly ever be too much on his guard. It is not customary when he enters a store to order or purchase any article to receive a bill of parcels, but that account is invariably sent with the goods to his bungalow, the carriage or portage of which *must* be defrayed by the buyer. The caste denominated coolies are employed in such offices. The pay of each, whether man, woman, or child, averages about  $\frac{1}{2}$  rupee (6d.) per diem; these people are also employed in the removal of furniture, and it may be as well to state that whenever the European has occasion to change his domicile or quarters it will be necessary for him to employ a native upholsterer, who will send him his own gang of that caste, and the Burra Sahib should then take his departure from the house prior to the arrival of those gentry, for the turmoil, clatter, scrambling, &c., of the women to obtain some article, in order to secure the certainty of gaining a few pice (money) is such as to render the scene a miniature Babel. Nevertheless it is exceedingly amusing to behold the eagerness and avidity with which the heaviest and most bulky articles are borne away by those individuals, and no less ludicrous are the terrible squabbles and disputes which generally arise when the Butler begins to pay them, as that crafty functionary strives most heroically and successfully to obtain his percentage out of them. The storekeeper's sepoy or clerk who accompanies the bearer of the goods presents the account and is almost invariably ordered by his employer to request the purchaser to affix his signature thereto. On no account should this solicitation be complied with, because should there be any inaccuracy in the bill of parcels, or anything occur to cause a dispute to arise either as regards the price, number, or quality of the purchases, the time or mode of payment, the European has no redress; for the fact of his

having signed the account is a tacit and binding acknowledgment of its correctness, and the storekeeper can, and in nine cases out of ten *does*, by the mere production of that voucher obtain a judgment against his debtor for the whole amount to which he has affixed his signature. This is a favourite stratagem of the Native dealers, who hesitate not to take every possible advantage of all Johnny Newcomes, or "Griffins," as they are termed in Anglo-Indian phraseology, who cannot be *too much* on their guard, as those individuals are almost as thoroughly conversant with the twists and turnings of the law as if they themselves had regularly served their time in the office of a sharp attorney. Above all let Europeans shun going into a court of law with the native; for although he may not seem to them to be a wealthy man, nevertheless he will soon prove that he possesses interest and power enough to crush his opponent. As all Europeans in India receive their pay monthly in specie (rupees each of the value of 2s.), all his accounts should be settled at that time, taking due precaution to reserve enough silver to meet his

**CURRENT BAZAAR EXPENDITURE,**  
As no credit is ever given by the Bazaar chapmen for the necessaries supplied by them. The native storekeepers are accustomed to collect their accounts in monthly, and as they are accurately informed as to the pay, position, and resources of all Civilians, they expect to have their bills discharged at that period. Not a single pie, however, should be paid until their accounts are minutely examined, for it not unfrequently happens that a greater number of articles, a higher price than arranged for, or an inaccuracy in the casting up of the sums total will often be found to have been set down, charged, or added up. Under no consideration should a pie be paid without receipts being taken, all of which should be carefully filed, so as to be forthcoming instant

when required to be produced, for it must be borne in mind that it is no uncommon practice in India for accounts to be presented for payment by both native and European tradesmen even two or three years after they have actually been liquidated, and this trick is most generally practised when the European is on the eve of his departure either up the country to another Presidency, or on furlough or retirement to Europe. By keeping all vouchers, no matter how small the amount may be, on a file, all unpleasantness, dispute, or imposition will be avoided and securely guarded against. The accounts of the baker, milkman, butterman, and storekeepers, servants' wages (the punctual payment of which is really a *boon* to them, and will ensure good attendance and willing compliance with instructions, since nearly all are family men, whose wives and families sometimes live up the country, to whom they have to send their monthly subsistence money, which they are unable to do if their pay is withheld from them, so that in that case they have recourse to the Marwarree money lender, with whom they are obliged to deposit their gold and silver ornaments as security for the amount borrowed at the rate of 10 to 15 per cent.) subscriptions to the civil service fund, library, home and native newspapers, medical attendant, chemist, veterinary surgeon, saddler, and coachmakers' accounts, subscriptions to the freemason's fund and library, by which method the European will be enabled to keep out of debt, maintain an independent position, and at once know the monthly surplus of his income, which, as it cannot but prove small at the first onset, should be placed in the savings bank, where it can remain until, with regular additions and interest, it amounts to 500 rupees (£50), the highest sum allowed to be deposited by any individual. Then it should be withdrawn, and employed in the purchase of government paper, which bears interest at the rate of 3, 4, and 5 per cent.

This investment, which is most secure, is similar to Exchequer bills; so that if the European should at any time require ready cash, and yet not feel disposed to sell his government paper, he can always obtain a loan upon it from any of the banks, by placing it in their hands as collateral security, to be redeemed at the expiration of three months, and paying a reasonable interest, the current rate being 9 per cent.; but if that security is not redeemed at that period it will be disposed of or taken by the bank to its own credit at the market price, and the balance handed over to the depositor. Much discretion and caution must be observed by the European as to the mode and manner in which he speculates in the investment of his hard-earned savings (for hard-earned they must always be considered, upon reflection, since to obtain them he has expatriated and banished himself from his country and friends for many years, during which period he has had to contend against temptations and diseases foreign to his native land), as there are always innumerable land sharks, in the semblance of Native and European traders, who will not hesitate to offer him the tempting and alluring bait of the promise of 25, 40, 50, and even 60 per cent. for his spare cash; but let him beware how he yields to such inducements to trust rash and unprincipled speculators; for many a well-concocted swindle, under a similar pretence, has effected the ruin of the shrewdest Europeans that ever visited India. So well fenced do the Natives keep their actual position, as regards their pecuniary resources, from Europeans, that, although upon the most rigid investigation and inquiry, appearances have actually warranted the Civilian in parting with his rupees, and even that enormous interest has been regularly paid him for a considerable period—nay, in some instances, for years—nevertheless, when he has signified his intention to withdraw his capital out of the

speculator's hands he has then discovered that his debtor was nothing better than "a man of straw," although he was looked upon as being a "safe card," not only by himself, but by the mercantile community at large; consequently he becomes an insolvent, and the Civilian, after many years of toil, finds himself lucky in being able to fall back upon his civil service annuity, to enable him to return to his native land. Innumerable instances of Civilians losing their savings by entering into rash speculations have often occurred in India, as well as by the insolvency of native mercantile firms, who previously had ranked among the richest and most stable of their caste. It matters little, however rich a native merchant may be considered, nor to what caste he may belong, for many hundreds of Europeans have been and still are ruined by placing their fortunes in the hands of those crafty, astute, and unprincipled people, who merely hold out the tempting allurements of a large rate of interest, in order to gain possession of the lender's principal; and it generally happens, in nine cases out of ten, that when the Parsee, Hindoo, Banyan, or Marwarree firms, in whom such implicit confidence has been reposed, become insolvent, their estates seldom, if ever, pay a dividend of more than one or two rupees in the hundred, care being always taken by the natives, when they marry, to settle the bulk of their own and their "carasposas'" property on their wife; so that, truthfully speaking, no firm reliance should be placed on the rumour that a native trader is a wealthy man, for it but too frequently occurs that at his insolvency or death he turns out to have been extremely poor for many many years, and only upheld by friends. Europeans do not and cannot possess the same facilities for ascertaining the actual position of a native trader, no matter of what caste, which are open to the natives themselves, and the resources of the native merchant are extremely fluctuating and un-

certain; added to which their transactions are enveloped in mystery, to unfold which will baffle the endeavours of the most skilful and shrewdest European, which is not in the least strange when the mode of conducting mercantile affairs in India is explained. Every European firm in the Presidencies have either their Parsee, Hindoo, or Banyan broker, to whom is entrusted the selling of all their consignments, as well as the purchasing of their numerous shipments; whilst the British merchants, who may be carrying on a most lucrative and flourishing commerce in India, rarely, if ever, have any personal knowledge or intercourse with the *bona fide* native traders, who receive their ventures and supply their shipments. It is customary for all brokers to make the European merchant large advances upon the bills of lading of consignments, prior to sales being effected; in fact, those are the men who are considered the capitalists of India; and, being always more or less mixed up with each other in monetary matters, it naturally happens that when a failure does take place among them it is like a panic, and generally crushes all who are in the slightest degree connected or concerned with them.

Faithfully as the character of the natives has been delineated, the European will always receive at their hands the most studied attention and politeness; and he is besought to behave towards them with the most scrupulous good breeding, to treat them with politeness and consideration, no matter whatever circumstances may have happened to cause him to entertain a dislike for their peculiar prejudices and customs. In his demeanour towards them let him observe the greatest circumspection, however their hypocrisy and deception may have alienated the good opinion he had at first entertained for them, as they are ever on their guard to profit by any act of indiscretion which may place the incautious

Civilian in their power, and who, from the very nature of the climate, and the harassing annoyances to which his position subjects him, is likely to become irritable and ungarded in his expressions. Above all, he is particularly advised *never to scoff, jeer, meddle with, or ridicule any of their religious scruples*, ceremonies, or observances, however strange, preposterous, or absurd they may appear to him; for religious toleration is permitted, in the most *extended* acceptance of the expression, throughout the whole empire of India; and nothing would sooner incur the ill-will and detestation of the natives than any uncalled for interference on his part in their religious matters. Let him endeavour to take an interest in promulgating sound and fundamental education among their children; but even that must be strictly confined to secular subjects only, and all attempts to disseminate a *superficial* system should be avoided, for the course which for upwards of 11 years had been adopted at Bombay, in the Elphinstone College (but which was, in 1857, so graphically exposed by Edward Howard, Esq., Barrister-at-Law, and Educational Inspector of that Presidency), has caused the young Natives of that city to become most conceited and overbearing in their general demeanour to Europeans, and been productive of the most disastrous consequences, against a repetition of which *folly* all young Civilians are warned, so that they may not patronise that baneful system, when presiding over any of the out stations.

At each of the three Presidencies there are several old established European firms who act as bankers, in whose good faith and integrity the most implicit confidence may be reposed, and it is to them that the European should apply as regards his monetary matters, and from whom he will always receive every information connected with the markets and exchanges in India and Europe. Let no consideration induce him to have any pecuniary

transactions with the Indian banks, in the way of loans, for once let him entangle himself with any of those establishments, and ruin will inevitably follow. The greater portion of the shareholders are, in general, the wealthy natives, who, the instant that any application is made to those firms for pecuniary assistance, either in the way of loans or advances, search out and investigate, most minutely, every circumstance connected both with the private as well as the public character of the applicants; to them his resources are well known, and thus all

### BORROWERS

Become, without the slightest suspicion on their own parts, entirely in the power and under the influence and control of the wealthy natives, and are bound to grant them or any influential member of their castes whatever favours they may require at their hands, however questionable or irregular the bent of the native's wishes may appear; for should the European determine to refuse their applications an immediate demand issues for the payment of their loan or the redemption of the security upon which the advance has been made. Should the deposit in their hands be government paper, rest assured that it will be retained by them at the market rate, which, should the price have fallen considerably, will entail a heavy loss on the depositors. Let it be even supposed that the Civilian is fully prepared to meet all contingencies in this respect, but yet have any outstanding debts, he will immediately be pressed by those creditors for their liquidation, and if unable to settle them *instantly*, a *capias* will be issued against him, and, in default of the necessary bail, incarceration in durance vile will naturally be the result. This is by no means an overdrawn statement, but the plain undisguised truth. The power and influence of the wealthy natives at all the Presidencies beyond conception, which is not so muc

be wondered at, when it is patent to the Indian, if not to the European world that the greater portion of the civil, military, and naval employes of the Honourable East India Company resident in India are in most instances under great and lasting obligations to the native merchant princes in India. The only sure and effectual remedy whereby an European can hope to avoid all these harassing annoyances is to settle his accounts monthly, eschew gambling of every kind, refrain from procuring loans or advances, decline to attach his signature to any bills, bonds, or securities connected with monetary transactions, and strictly conform to the minute precautions contained in this *brochure*. Trivial and simple as they may appear, if he disregard them, and prefer to pursue an opposite course, he will entail upon himself misery, unhappiness, disgrace, and ruin. In order to guard against any imposition in the weight or price of the purchases he may require, his attention is directed to the

### INDIAN WEIGHTS AND COINS,

Which are, viz., for heavy commodities :—

	lbs.	oz.	dt.	grs.
The Maund equal to (Troy weight)	100	0	0	0
„ Seer „ „	2	6	0	0
„ Chittack „ „	1	15	12	0
„ Tola „ „	0	0	7	12

Whilst those of the goldsmiths and jewellers are, viz.:

	Oz.	Dt.	Gr.
The Tola equal to (Troy Weight)	0	7	12
„ Masha „ „	..	0	15
„ Rattee „ „	..	0	0 $\frac{1}{3}$
„ Dhan „ „	..	0	0 $\frac{1}{4}$

The coinage in India consists of, viz.:

The Gold Mohur, equal to 16 Rupees, but now very seldom to be met with, owing to the fact of the Natives converting all such coins into ornaments.

The Rupee	equal to	16 Annas.
„ Anna „ „	4 Pice.	
„ Pice „ „	3 Pie.	

The rupee a silver coin about the size of a half-crown piece but not so heavy, and is divided into

halves (8 annas) and quarters (4 annas) both also of silver. The Anna, Pice, and Pie are copper coins, Silver is the legal medium of circulation in the Presidencies, and all Government officials are paid in that coin. There is also a tolerably extensive circulation of bank notes from 5 rupees and upwards, which are current all over the country, and hoondees (a kind of bill of exchange) which are employed to remit money from one part of the country to another. These are to be always obtained from the native Bankers or Shroffs at the principal towns in the Presidencies. The European should always retain in his own immediate possession sufficient funds to meet his current monthly expenditure, and as constant and clever robberies are frequently being committed by the native servants on Europeans, he is advised to procure as soon as possible, after he is domiciled, an

### IRON SAFE

And small cash box. It may not be inappropriate to state that all native domestics are acute adepts at opening locks and padlocks, consequently in the safe should be deposited the Cash box, together with all documents and keys, the European merely retaining that of the chest about his person, as it is imperatively necessary to keep *everything* under lock and key. It will be found convenient to always keep sufficient silver coin in the Bungalow for current expenses, for if the European has constantly to change bank notes he must either dispatch his belted messenger (Sepoy) to the bank, where he will always obtain the amount in rupees, or else send his butler to the Bazaar for it, in which case he will, if not directly, at least indirectly, incur a loss (which, although trivial on one note, will, in the course of twelve months, amount to something considerable), as that functionary is obliged to purchase the silver from a

### NATIVE MONEY CHANGER,

Who deducts his commission. And here it may not be irrelevant to state that some of the wealthiest native merchant princes of India have in early life pursued this humble yet lucrative calling, as it is not unusual to see several groups of young men of various castes, not more than 16 years of age with piles of copper coins, (annas, pice, and pie) placed before them. (the rupees being carefully kept in bags on their

persons), sitting cross legged on old Persian rugs laid on a small piece of board in the Bazaars following this vocation, and to observe the Natives approach them with bank notes and rupees, seeking silver and copper in exchange, for which accommodation they are obliged to pay a small commission. In most instances the money changer's stock or capital has been borrowed at the rate of 9 per cent., and this they are enabled in a short time to return, together with the interest accruing thereon, and with their savings afterwards realise immense fortunes, for although their gains at first are but small indeed, still they practise most parsimonious economy in their mode of living; they are, therefore, in a short time (after their borrowed capital has been returned) enabled to become large speculators in Government paper and securities, and extensive dealers in gold and sovereigns (which are in great demand at the close of the cool season, owing to Europeans requiring such for their homeward journey), and many of these men advance money at an exorbitant rate of interest to all castes and classes of people.

As the nature of the climate renders the consumption of Pale Ale considerable, the resident European may effect a great saving in that article by importing the quantity he may require direct in hogsheads; and directions should be given to forward the casks he may have determined on to receive every quarter, which on arrival his butler will bottle off under his own immediate surveillance. By these means he will not only secure a regular supply of the *genuine* article—a great desideratum—but at a much cheaper rate than if purchased in India, and even in the event of his own immediate consumption not being in proportion to the supply ordered by him, he will always find a ready market for the overplus, either by private sale or public auction, an immense amount of business being transacted in India in the latter manner.

He will also act most wisely if, previous to leaving England, he enter into arrangements to secure a regular supply of

## EUROPEAN CONDIMENTS,

(All of which are charged in India double their original cost), by leaving instructions with their *baggage*, to forward per Overland route monthly,

his requirements. He is also strongly advised to make similar arrangements with such

## EUROPEAN TRADESMEN

As his tailor, hatter, glover, hosier, stationer, saddler, bootmaker, coachmaker, &c., to send him out from time to time, *via* overland route, monthly, whatever he may respectively require from them individually during his residence in India, due precaution being taken that all their different packages should be carefully put in tin cases of the proper dimensions, legibly numbered and directed, insurance effected on them, and forwarded per Peninsular and Oriental Company's steamers regularly every month; for even after paying all these charges the *Civilian* will not only obtain the articles at a cheaper rate but of an infinitely better quality. Such will be the means of curtailing his dealings with the Indian storekeepers, and will render him less subject to their importunities and impositions, for, strange to state, no intrinsic benefit is derived from making cash payments, no abatement being made by the storekeepers, although it cannot but be admitted that to avoid having any running accounts with Indian tradespeople such is a most salutary measure. Now the attention of the European must be directed to the absurd yet peculiar manner in which the natives of all classes regulate the price of household necessities, which practice is productive of much injury to all Europeans who may, by their birth and position (even in Indian society), hold rank with the "Burra Sahibs," or great men of each Presidency, such as *Civilians* and *Uncovenanted* servants holding high responsible and lucrative appointments, and yet not being in the receipt of *one-fifth* their monthly income; for instance, the native butterman who supplies the establishment of a *Civilian* who has the *entrée* at Government House, will only give him *twelve* cups of butter for a rupee, because he, as well as the native community at large, consider him as "a great man," owing to his being admitted to put his legs under the table of Her Majesty's Representative, while an European engineer, or any individual in a similar position, will obtain *sixteen* cups for the same price, of equally as good quality, and simply because he only ranks as a "Chota Sahib," and is not received at Government House. It is perfectly useless to remonstrate upon the absurdity or injustice of this proceeding, for the native will

only reply with the greatest coolness imaginable that "every European must pay for the *honour* of being a Burra Sahib." This method of imposition is practised by all the Native tradesmen.

It will be necessary to offer a few remarks upon the manner in which cocoa nut oil, (an article of immense general consumption), should be purchased, lamps being universally used both by Natives and Europeans. Its price averages from 3½ to 4 rupees per maund, and the most economical plan is to buy 5 to 6 maunds at a time, taking care to have a large tin can or small vat, with a tap (similar to that used to draw off beer) affixed to it, with a *removeable key*, so that it can be taken out when required, which will prevent the possibility of the servants purloining it, for if the butler is allowed to procure this article as it is required it becomes extremely expensive, for he will invariably charge from 4 to 6 rupees per maund for that of an *inferior* quality, when in fact he has only given his master half the quantity charged, besides raising the market price as suits his own convenience, to make up any deficiency that may arise in his Bazaar accounts.

One of the dearest articles in demand is beer bottles, all of which should be carefully collected and kept under lock and key, for they are so much used in India that it not unfrequently happens that 10 rupees (£1) to 15 (£1 10s.) per dozen is the rate at which they can be purchased in the Bazaar, and the trade of a dealer in wine and beer bottles, or as it is termed in Indian phraseology a

### "BOTTLE WALLAH,"

is a most lucrative occupation, many of the native merchant princes having in early life pursued that vocation. It has been affirmed, but the Author does not vouch for its veracity, that the celebrated Indian philanthropist, Sir Jamsetjee Jejeebhoy, Bart., at one time followed this avocation. As bottles of every description are charged for, it will be economical to take due care when receiving a supply of wine, brandy, beer, or soda water, that they should be returned, and the regular allowance insisted upon, or the European (if he has any empty ones in his cellar) can send his own; and here it is necessary to observe that as there are not any regular cellars to be found in any of the bungalows, the Civilian will find it necessary to turn a room into one, in which case he should have bins erected, with a good supply of sawdust, and a patent

lock fixed upon the door, and as there are never any store closets, part of the room so intended to be appropriated might also be fitted up as a store room, care being taken to have a kind of moveable press, with drawers, having compartments lined with tin, and standing away from the wall, fixed on moveable legs, which must be placed in deep hollow iron moulds, containing salt and water, which should be kept replenished daily (if found necessary) so as to destroy the white ants, or else the whole of the stores will be found one mass of ants and other insects, for the destruction of which no other remedy exists. The room chosen for this purpose should be in as airy and dry a situation as possible. Considerable trouble and annoyance will be saved by laying in regular monthly supplies of all articles of general home consumption, purchasing them in bulk and not in small quantities—for instance, rice, potatoes, onions (which should be hung up, away from the walls, in cane baskets), and arrow root, by the maund; tea (black and green); sugars (Muscovado and candied); raisins, currants, almonds, dried fruits (Persian and American); biscuits, champagne, claret, and brandy by the box; figs by the drum; pale ale (if not imported direct) and wines, by the cask. All the drinkables can be cooled and iced, as there are now ice houses at Bombay, Madras, and Calcutta, which being well supplied with that refreshing article from America (several large ships arriving with cargoes annually), the Hamalls can be sent in daily for the same. Should there, however, be a scarcity, then the Civilian ought to lay in a stock as early as possible, and keep it well packed up in an iron pail or vat, buried in sawdust, if he wishes to enjoy the comfort of having his eatables and drinkables iced—a great and necessary luxury in such an intense climate, especially as all Europeans of every class keep open house for their circle of friends, which is also reciprocally returned by all their acquaintances, and therefore does not entail upon them so much expense as might be expected. The peculiar nature of the Indian climate renders it imperative that the European resident should take the precaution to have his entire wardrobe, both personal and household, well examined, and put out in the sun for an airing at least once a month. His coats, hats, &c., should be well brushed and dusted; his boots kept on trees and well cleaned; his gloves aired and kept on hand trees; the covers of his chairs, sofas, &c.



taken off and placed in the sun; his beds and furniture well beaten, dusted, and exposed to the heat; his books all dusted separately, and his papers examined, or else he will find that (and that, too, in the height of the hot season) all of them are eaten up with mildew, damp, and stained. In two months everything in his entire ménage will be quite spoiled if this precaution is not put in practice. In the rainy season he must have them placed before the patent stoves, one of which should be placed in every room in the bungalow, in which charcoal must be burnt, care being taken to have a window open to allow of the free egress of the heat from the apartments.

One of the greatest consolations which a Civilian will enjoy during his sojourn in India is that which naturally arises from his European correspondence, and, to ensure the regular and safe transmission of his communications through the Indian post offices, it is imperative that he should always keep a

### POST OFFICE LETTER BOOK,

In which must be entered in full, the address of every letter, the date, route, and the amount of postage sent with each, and which book should always be sent to the General Post Office, whenever the Sepoy is entrusted with letters, who upon presenting it to the authorities will duly stamp the memorandum with the

### OFFICIAL SEAL,

So that in case of any irregularity occurring in the delivery of the letters, packages, &c., as the case may be, the posting can be fully attested by the sender, and his Sepoy freed from any blame, the responsibility and fault then resting entirely with the post office officials. On no account should Europeans neglect this salutary measure, which completely prevents any fraud being practised by his domestics, and it is advisable to adopt this precaution in respect to all notes, letters, papers, or parcels, whether despatches on business, or private affairs, as it is utterly impossible, in such a peculiarly organised country as India, to foresee when or how the evidence or proof of such transmission may be required in a Court of law, or on the occasion of an official investigation; for disputes arise, dismissals and removals in India take place when least expected, anticipated, or deserved, whilst by adopting such a step, the

Civilian is prepared for any emergency that may suddenly occur. He will also act most prudently to keep a regular supply of

### WEDGWOOD'S MANIFOLD WRITERS,

By which means he can always retain his original letters in his own possession, as he can send the copy or copies (he being able to take off as many as he may require at the same time that he writes it in the book) to his correspondents, and he is most earnestly advised *never* to write a note, whether on private or official matters, without acting with this precaution, as too many instances have been known in India of private notes being produced as official documents, and finding their way into the Indian Daily Journals without the sanction of the writers, and which have militated much, and, in some instances, very seriously, against Civilian and Military men in their various official positions. The European, no matter whatever appointment he holds, is cautioned not to put pen to paper except by means of a manifold writer, as all letters therein contained are admitted as legal evidence, they being in the *bona fide* handwriting of the correspondent. The arrival of the European mails is invariably signalled at each of the Presidencies as soon as the steamer is discerned from the light houses situated at each, and the flag, with its balls, continues flying until the steamer anchors off the harbour, when it is withdrawn. This signal is telegraphed and answered by the various flag stations situated about the vicinity of the town, so that all the residents in the suburbs are enabled to send their *Bepoys* into the General Post Office for their

### LETTERS AND NEWSPAPERS,

Which can never be obtained until six or eight hours after the packet's arrival. The Editors of the various newspapers certainly do procure their's much earlier, but that is done to facilitate the arrangements of the Indian Press, owing to the time it takes to effect the sorting of them, and to dispatch the Inland Indian Mails, which are conveyed by rough unsightly mail carts as far as there are roads. These conveyances are small wooden gigs, built very narrow, with two seats, and not unlike the London district mail carts, only lighter, and which travel at the rate of from ten to eleven miles per hour. At the last Post House the bags are taken out, and the letters divided into portions, which are immediately put into small leather bags, which are then slung across the shoulders of

natives, termed "Runners," and who proceed along at the uniform pace of nine miles per hour; on arriving at each post house, which is situated at about equal distances from each other, they are immediately relieved, the bags taken up by another native, and thus borne onwards to their destination. This class of men are descendants of the messengers who, in the time of the Persian King Darius, performed similar journeys very rapidly from station to station. As soon as the railways are finished this mode of transmitting letters will be abolished. It is necessary for the Sepoy dispatched for the European's English correspondence to take with him a written order, or the letters will not be given to him by the Post Office officials; and he should be instructed *not* to return without the packages; because sometimes they are made to wait four or five hours, and will return to the bungalow, saying, "No letters, sahib;" and the next morning, when the usual daily delivery takes place, his master will receive his packets. This is a very common trick among the Indian servants, and must be guarded against; for it not unfrequently happens that the Outward mail bags are advertised to be made up next morning, in which case the Civilian loses the opportunity of answering his correspondents. Besides, it is no uncommon occurrence in India to receive Letters and Newspapers a week after their arrival; in fact, the delivery of the latter is most irregular. In the transmission of letters to Europe the Civilian should carefully follow out the plan already laid down, as to having a letter-book; but care must be taken to distinctly write upon all the superscriptions the route by which he intends his communications to be sent, by placing "*via* Southampton," or "*via* Marseilles," as the case may be. In the former case the letters can be prepaid, but are longer on their journey; in the latter they can now also be prepaid, but are delivered about five days *earlier*, which is a great advantage, as it enables their European friends to reply by return of mail. The postage of Indian Newspapers prior to transmission to Europe must be prepaid (3d. each). The consumption of firewood being very considerable in every establishment the European will do well to purchase the same by loads, and to keep up a good supply of this necessary article in his ménage. Another article of considerable importance in every household during the monsoons is charcoal, which is employed to air the rooms, in order to keep them as free as

possible from the damp which is so prevalent at that season of the year in India. This commodity must be purchased in bulk, and not in small quantities, and kept under *lock and key*, or else the domestics will purloin the whole of it. The principal object of the writer of this *brochure* is to fully prepare Europeans and Civilians for all the difficulties which the peculiar novelty of their position in India entails upon them; and he most earnestly entreats his young and inexperienced readers not to imagine that the *minute* details into which his anxiety to remove the thorns in their pathway has caused him to enter, as regards domestic economy in India, as repugnant or beneath their position, whatever that may be, whether Civil, Military, Naval, or Mercantile. Harassed, annoyed, or fatigued, as they may find themselves after the discharge of their daily official duties, owing to the nature of the climate, still he cautions them most strongly against giving way to any feeling of lassitude or negligence as regards their *domestic* affairs; for let them but once establish a well organised system, such as has been here minutely detailed, and the whole machine will then require but a little regular surveillance to keep it in good straightforward working condition; and much real comfort and satisfaction will be derived from it, not only in a personal but also in a pecuniary point of view, as a well-regulated establishment will be kept up, without much trouble and at a comparatively small outlay. If, on the other hand, these minute and practical

## HINTS

be disregarded, as being frivolous and too exacting, and the personal supervision of their ménage considered too derogatory to them as "*Burra Sahib*," and they delegate such to their butler, the greatest confusion, lavish expenditure, and a total subjection to Native influence and artifices are sure to be the fatal consequences of such neglect; the more unpardonable, since the European has now the opportunity of being forewarned as well as forewarned of nearly, if not *all* the difficulties he will have to contend against in all the Presidencies of the vast Empire of India. The European will derive much amusement from the mode of trading which is adopted by the Boras or Indian hawkers, for the traffic which they carry on is most lucrative and extensive in the suburbs of the large stations, at the out-stations, and cantonments; and they may not inappropriately be termed the Native tallymen, as in their system of

business and credit their transactions bear a close affinity to that class of individuals in England. These Natives are always accompanied by two or three coolies, who carry their enormous large packs, (in which are contained their stock-in-trade,) on their heads, and call, *en passant*, at almost every bungalow, whether the abode of a Chota or Burra Sahib, where they expose their heterogeneous merchandise for sale; heterogeneous, indeed, may such well be termed, as it is a complete *mélange* of articles of every description; and it is not uncommon for each Pack to contain, all huddled together in most extraordinary confusion, the following articles, viz.:—

Writing paper, envelopes, pins, needles, perfumes, scented soap, books, pocket and account books, almanacs, shirts, socks, stockings, braces, sardines, anchovies, sauces, Florence oil, vesta lights, lamp wicks, ribbons, silks, cotton reels, satins, prints, muslins, velvets, dresses, linen, long cloth, shoes, slippers, thread, skeins of silk, stays, buttons, laces, edging, gloves, flannel, playing and address cards, merinos, pens, ink, sealing wax, penknives, tapers, pen-holders, tape, combs, brushes, tooth powder, essences, knives, forks, spoons, scissors, razors, shaving soap and boxes, music, music paper, pencils, night caps, baby linen, cigars, ready-made wearing apparel, preserved fruits, vinegar, card and cigar cases, garters, composition and wax candles, carriage lamp candles, sponges, blacking, Macassar oil, Circassian and cold creams, sticking plaister, blotting paper, writing cases, neck and pocket handkerchiefs, towels, table cloths, napkins, D'Oyleys, table covers, tweeds, cloth waistcoat-pieces, blankets, Guernsey frocks, whips, spurs, children's dresses, caps, Turkish pipes, driving whips, bridles, dog whistles, collars and chains, bonbons, varnish, engravings, saddle cloths, shoe strings, collars, (ladies') shirt collars, cuffs, buckles, waist ribbons, and a multifarious number of other articles too numerous to detail, for each of which they invariably ask a purchaser *three times* more than the actual value, or the price they intend accepting. It is usual to commence the bargaining with these ardent sharpers by offering them *one-third* the rate they demand; and, however anxious a person may feel to purchase any particular article or articles, care must be taken not to allow the Borra to imagine that such commodity is earnestly sought after, or he will immediately raise the price to a most exorbitant rate. The only plan to pursue is merely to glance at it casually, demand the price, and, in the

most indifferent manner conceivable make an offer of one-third of the rate asked. If the dealer declines to accept it, which he will almost be sure to do, let the European look at something else, taking care to reject several articles shown him. The Borra will, in all probability, place aside the articles of which the intended purchaser has asked the prices; so that after he has displayed the whole of his miscellaneous repository, he will, as he carefully replaces the goods into his bundles, make another offer of it to the European, at a considerable abatement; and, with a little patience on the part of the intended purchaser, he may obtain it at his own price. It is utterly impossible to transact any kind of business in India without a deal of haggling; and the European must submit to this tax on his patience without hesitation or remonstrance. Under no consideration should any European be gulled in his calculations of the price at that by which articles are sold in the shops or warehouses in Europe, as, owing to those same commodities being exported in large quantities, and then purchased at public auction, the Indian tallyman is enabled to sell them at considerably less than any European warehouseman or shopkeeper. The surest safeguard against imposition is to multiply the price demanded by two, and then divide it by three, and the product will be a fair and ample remunerative price to give for any articles offered for sale, not only by these crafty knaves, but also by the Native and European storekeepers, who make most outrageous demands for every commodity. In fact, that plan should be adopted in all business transactions, and then the European will protect himself from imposition. Almost all European goods may frequently be obtained from the Native tradesmen at much cheaper rates than the same could be purchased first-hand in Europe; but then they must be haggled for to gain that advantage, for all classes of natives are so shrewd, cunning, crafty, designing and acute, that they understand thoroughly the *real* value of every article which passes through their hands; but, rather than not touch the pice, (as they term all kinds of money), they, as well as the tallyman, after they have once spread out their wares to view, adopt the practice so prevalent among the London shopkeepers, of letting purchasers have an article at a loss, so as to induce them to buy other commodities, in the price of which they manage to gain enormously. On no account should these hawkers be left alone in the

bangalow, or even in the verandahs, without an attendant being present, for they are rather addicted to legerdemain tricks, and it is no uncommon circumstance to find that some article of *verru* is missing immediately after their departure, so that a sharp look out is necessary on their movements when they are admitted into the premises. Their perambulations are a matter of great convenience to European ladies, especially if their residence is situated at some distance from any of the principal towns in the Presidencies, as they can obtain their supplies of housewifery matters without being obliged to travel that distance to procure those requirements, independent of which the examination of their packs affords both European and Native ladies much amusement—the Borra not thinking it the slightest trouble to open and display all his bundles without a single purchase being effected. Should it prove inconvenient for the purchasers to make cash payments, these gentlemen are equally as accommodating as their European fraternity, and "will call another day for the cash," but whoever purchases on these conditions, may be certain that some extra rate will be charged when payment is offered; the natives of India will have good interest for their credit, so that purchasers are cautioned to avoid transacting business on those terms with people in India, and ladies should not be tempted to purchase on credit at any time, for their "*cara sposas*" will be called upon for payment when least expected or convenient.

It will now be necessary to give the uninitiated a few precautions as to their general habits, &c., during the wet season. As soon as the monsoons commence, care should be taken to put on warm clothing of every description; for instance, woollen stockings, tweed trousers, thick-soled and waterproof boots, coats, leggings, (of thin texture) hats and gloves, as well as cloth vests and coats, should be worn; the sitting and bed rooms ought to be well aired, the stoves being kept at a moderate heat; all windows and doors closed during the rains, but the moment that a fine day occurs, every possible advantage should be taken of that opportunity to open the whole of the house, and give everything a good airing, and it may as well be observed, that in the Presidency of Bombay, such happens every sixth or seventh day during the continuance of the rains. The European must not forget to husband his stud and domestics as well as himself, for colds and dis-

eases of all kinds are always more prevalent at the beginning and end of the rains in all hot and tropical climates than at any other period of the year, except that of the hottest month, when fever, dysentery, &c. commit frightful ravages. The horses should be well fed, have hot mashies given to them every night, and they, as well as the domestics, engaged in outdoor employment, should be clothed in waterproof garments—for instance, the coachman, grooms, and sepoy; for the expense attending such is but trivial, in comparison with the inconvenience which a "Sahib" will experience, should many of his domestics be on the sick list, as others cannot always be hired to replace them in an instant.

As all Europeans are more or less subject to be attacked with sickness in such a climate as India, it behoves all residents or travellers to adopt a uniform system of diet, which should consist of as nourishing food as possible, and all kinds of stimulants, such as pale-ale, brandy, diluted with water, port wine, champagne, &c., should be taken in moderate quantities; but all light wines, such as sherry, moselle, sauterne, barsac, &c., should be avoided, as they turn sour on the stomach. Neither should fruit of any kind be eaten, unless quite ripe, and then only in moderate quantities. Iced champagne has been found to prove very efficacious in cases of dysentery, &c., and when an European is attacked with those diseases, he should not attempt to stop the purging directly, but simply take a soothing mixture, and send for his medical attendant, to whom application should be made immediately any illness occurs. Although the oysters in many parts of India, and especially at Mahim, near Bombay, are exceedingly large and fine, all medical men are of unanimous opinion that Europeans should not *indulge* in eating them, as they even immediately bring on diarrhoea, and have even produced death in less time than a medical man could be summoned. Care should be taken to always keep a blanket placed on the mattress of every bed, both in the warm, dry, and wet seasons. Nothing more contributes to the preservation of health than a systematic mode of living. Early rising is essentially necessary, as it enables the European to perambulate in the cool of the morning about his compound or grounds, if unequal to walking any distance, and tends to keep the body in a healthy condition, which is almost next to an impossibility, if walking exercise is not taken regu-

larly; and to do so after dusk has closed in, is far from prudent, on account of the heavy dews which generally fall at that time. Much precaution should be used in the indulgence of taking cold or tepid baths, for if that practice is resorted to in too immoderate a degree, they not only lose all efficacy, but render an individual exceedingly languid. One, or at the most, two baths daily (and those tepid), are quite sufficient, unless the person is a valetudinarian, in which case medical instructions should be taken, and rigidly adhered to; and above all things, Europeans are strongly advised to keep their bowels in a healthy condition, for constipation is equally as fatal as relaxation. All draughts should be avoided as much as possible, for rheumatism is a disease which commits most frightful ravages on Europeans, but when attacked with such the parts should be constantly well rubbed with turpentine. One of the most unpleasant tasks which devolves upon all Europeans is that of being obliged to sit on Juries in India, and which is totally unavoidable, owing to the paucity of Europeans generally resident in the towns where the sessions are held; and as every jury is composed of half Europeans and half Natives, it generally devolves upon the former to combat against all the prejudices which Indians possess, in order to arrive at a just and impartial verdict. The European who may have to pass through the unpleasant ordeal of sitting on them is most strongly urged to struggle with firmness and good temper against the absurd opinions which will very frequently emanate from the Natives, and endeavour, by mild, yet energetic persuasion, to point out to them the fallacy of any arguments which they may advance in support of their views, should such be diametrically opposed to the true and direct bearings of the case before them, and not to attempt, by any display of irritability, to force them to adopt his own interpretation of the point at issue, because then he will invariably fail to accomplish his purpose; whereas, on the other hand, by a little courtesy and patience, he will at once convince the Natives of their error, and save himself being immured in a jury room for twenty-four hours, on a dark windy and boisterous night in the monsoons—no enviable position, the writer assures him, especially if he have to drive four or six miles to his bungalow in a monsoon gale, accompanied with terrific thunder and lightning. In the hot season, all Europeans should endeavour, if possible, to obtain leave

to pitch their tents on the Esplanade, because, living *at fresco* for two or three months is not only conducive to their health, but highly invigorating, and helps to dispel that dead languor, and heavy, torpid lassitude, which creeps over every European when residing in India; with this feeling he should endeavour to battle, and on no account should he give way to it, or he will become a perfect slave to that demon, inertness, and demon it may well be termed, since it engenders many, if not nearly all, the diseases prevalent in India. The Civilian should only take repose at night, no *siestas*, as in South America, should be indulged in, and he is recommended, even when feeling nearly quite exhausted, not to give way to that inactivity which steals so imperceptibly upon him, as it only arises from the peculiar nature of the climate, and not from over fatigue. It is then that he should rouse himself, mount his horse, and take a hard gallop, which will have the effect of restoring him to his accustomed energy. The mind should in India be kept constantly employed in fresh scenes and actions; for inactivity produces *ennui*, irritability, spleen, and a host of other complaints. Above all, punctuality should be observed in all his movements; but in order to maintain such, he will have to keep his staff of servants on the *qui vive*, for those individuals, in common with all Natives, pay no regard to time, so that by availing himself of its value, he may not only attain to eminence and distinction in whatever station he may be placed, but also outwit the crafty and designing Native, with all his tergiversation and tact in the torturing of words, actions, and expressions, so as to best suit his own immediate views, at the sacrifice of the position of his European friend or acquaintance.

## PROPOSED NEW ROUTES TO INDIA.

### No. 1. From London to Vienna.

- „ Vienna to Pesth (Buda).
- „ Buda to Scutari, near Constantinople.
- „ Scutari to Scanderoon, near Aleppo.
- „ Aleppo to Bagdad.
- „ Bagdad to Bussorah (Basra).
- „ Basra (Persian Gulf) to Kurrachee.
- „ Kurrachee to Bombay.
- „ Bombay to Delhi.
- „ Delhi to Calcutta.

To be performed, viz.:—

By Rail to Buda, Scutari, Scanderoon, Aleppo, Bagdad, and Basra.

By Steamer from Basra to Kurrachee.

„ Rail from Kurrachee to Bombay, Madras, and Calcutta.

Time occupied about 14 to 16 days.

Distances about—

London.

1262 Vienna.

1827 65 Pesth.

4827 3565 3500 Bombay.

5487 4225 4160 660 Delhi.

6267 5005 4940 1440 780 Calcutta.

No. 2. From London to Trieste.

„ Trieste to Scanderoon.

„ Scanderoon to Bagdad.

„ Bagdad to Basra.

„ Basra to Kurrachee.

„ Kurrachee to Bombay.

„ Bombay to Madras.

„ Madras to Calcutta.

To be performed, viz :—

By Rail to Trieste.

„ Steamer from Trieste to Scanderoon.

„ Rail from Aleppo to Bagdad.

„ „ from Bagdad to Basra.

„ Steamer from Basra to Kurrachee.

„ Rail from Bombay to Madras.

„ „ from Kurrachee to Bombay.

„ „ from Madras to Calcutta.

Time occupied about 16 to 18 days.

London.

1598 Trieste.

2498 1900 Scanderoon.

3278 2680 780 Basra.

4958 4360 2460 1680 Bombay.

5558 4960 3060 2260 600 Madras.

6293 5800 4900 3120 1440 840 Calcutta.

A company has been lately established at Bombay to run steamers up the Euphrates river within 200 miles of Seleucia, but no boats have yet plied on this route.

## THE ELECTRIC TELEGRAPH IN INDIA.

That in operation extends from Calcutta to Madras and Bombay, which has been carried on to Kurrachee in Scinde, thence to Aden, Rus Shurmah, Island of Moseir and Rus-el-had, Island of Karaman, Jeddah,

Kosseir, Suez, Alexandria, Cape Helles, Constantinople, Varna, Vienna to London (but has failed), and from Bombay it is intended to extend in two separate branches, viz., the northern to Agra, thence to Lahore and Peshawur, near to Cabul and Cashmere, and from Agra to Benares, and at Calcutta to unite with the southern branch, which, extending from Bombay, will pass through Bangalore and Madras; from Calcutta along the north-east coast of the Gulf of Bengal, the Peninsula of Malacca, the Sunda Islands, and across to the north of Australia, and extend along the east coast to Adelaide; and it is also in contemplation to extend it from Kurrachee along the coast of Beloochistan, through the borders of Persia by the Persian Gulf, along the banks of the Euphrates to Aleppo, Antioch, Tarsus, and thence to Scutari; and also to construct a Submarine Telegraph from Madras to Jaffra, thence to Point de Galle (Ceylon), is constructed, by which means European intelligence reaches Calcutta 7 days before the mails arrive in Hooghly river; also from Nurzapore to Bellary, thence to Point de Galle, which will connect Ceylon with Calcutta; and the line from Lahore to Kurrachee now finished. Another proposed Telegraph Company has been started by the East India and China Submarine Telegraph Company.

From Alexandria to Suez, via the Egyptian Telegraph

„ Suez (Submarine) under the Red Sea to Aden, having stations at Kosseir, Jeddah, and the Karaman Island.

„ Aden (thus far finished, 1859) along the south coast of Arabia to Rus Shurmah, the Kooria Mooia Islands. (New Guano trade now ceded to England), and the Cape of Rus-el-had, in the Imaum of Muscat's territory.

From Rus-el-had, across the Arabian Sea to Kurrachee, and thence join the Indian Government Telegraph. The distance from Suez to Kurrachee, via this route, is 3500 miles, which is divided into eight sections of 500 miles, the whole of which was completed early in 1860, but failed. Intelligence is now received to and from Calcutta to London in eighteen days.

The Euphrates line must, upon mature consideration, be viewed as the easiest, most secure, and far preferable to any. The present state of the Indian empire renders it absolutely imperative that a direct communication should be opened between it and England as soon as practicable; and the Great

Indian Submarine Telegraph Company, on Mr. Allan's patent, from Falmouth, *via* Gibraltar, Malta, Alexandria, Red Sea, Aden, Bombay (capital, £1,000,000, in £20 shares), has been recommended, but is abandoned; and the line, *via* Cerfu and Otranto, is in progress.

## RAILWAYS IN PROGRESS IN INDIA.

	MILES.
Calcutta to Delhi, with its branches (the portion of this line completed and opened is from Calcutta to Allahabad, 499 miles, and thence to Cawnpore, opened in October, 1858).....	1,400
Madras to West Coast at Beypore .....	430
Madras <i>via</i> Cuddapah and Bellary to meet the Bombay Lines at the Kristna River ..	310
Bombay and Calcutta, and its extensions ....	33
North Eastern to Jubbulpore, to meet the line from Mirzapore, and branch to Oomrawuttee .....	818
South Eastern <i>via</i> Poonah and Sholapore, to the Kristna River, to meet the Madras Line from Kurrachee to a point on the Indus near Kotree .....	120
* From Surat to Baroda, Broach & Ahmedabad .....	160

Miles ..... 3,628

Mooltan to Lahore and Umritsur, 230 miles. Steamers on the Indus will connect it with the Scinde line, by which means Central Asia, the Punjaub, and part of the North-West Provinces of India will obtain access to the Arabian Sea, *via* Kurrachee, which is proposed to be, notwithstanding the formidable bar at its entrance, the Indian Port of the Euphrates Valley Transit.

Calcutta and South Eastern Line.

From Calcutta to the Port on the Mutlah River, 26 miles, thence to Chittagong, Arracan, close to the Burmese territory.

The portion completed of the line from Bombay to Ahmedabad (322½ miles), is about 36 miles.

Madras to Beypoor (S. W.), which will then be made the port for the Overland Mails and passengers, is rapidly progressing. Branch to Banga-

* The portions of this line finished are from Surat to Kunsar .....	10 miles.
Kunsar to Vinjulpoor .....	10 "

In progress, Vinjulpoor to Bombay ....	140 "
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160 miles.

lore and Nilgiris hills, leaving the main line at Coimbatore.

Madras to Bellary (N. W.), from the Arcotum Station (now open, 42 miles from Madras).

Cuddapah and Bellary to Moodgul, on the main line there to join the Great Indian Peninsular from Bombay (330 miles).

Madras to Tripatore, 137 miles, is now open.

Bangalore branch joins the main line 125 miles from Madras, thence 81 miles to Bangalore.

Bellary Branch *via* Cuddapah and Gooty. Bellary to Moodgul, 370 miles, rapidly progressing, and it is expected that in the early part of 1860 railway communication will be opened from the Coromandel to the Malabar Coast along a distance of 408 miles.

Raneegunge to Allahabad, thence to Delhi, progressing.

The line from Bombay to Poona, *via* the Bhore Ghaut and Khandalla, to Sholapore, is open, with bridge over the Bheema and Seena rivers, to join the Madras Line at the Kristna river, with branches to Hyderabad, in the Deccan, and to Ahmednuggur between Poonah and Indapoor, is in progress (a part of which, from the Bhore Ghaut to Poonah and Khandalla, a distance of 67 miles, is now open) as also is the line to Agra, *via* Meerahgunge, near Broach, Nerbudda Valley, cross the Ghaut, near Bhopawur, Dhar, Melore (tunnel to the North), which is the depôt of the central trade, especially that of opium, the European manufactures consumed in Rajpootana and Central India, and has an immense passage traffic from Hindoostan to Mecca, Dwarka, Ooukar and Madhata, from thence a branch to Neemuch, Jeypore, Asinere, and Delhi, Ragoogurh, Ashta, Bhacpal, Bhilsa, with branches to Oodeypore (where there are five sandstone quarries), and Sangor, in the province of which immense quantities of spices, salt, and European imports are consumed. Branches will also bring coal from Sonadeh, and iron ore from Chandgarh, Lulletpoor, Jhanal, the Antree Pass, Gwallor, thence to Agra (874½ miles), from whence there is also a line being constructed to Surat (694½ miles). The Bombay, Baroda, and Central India will have its terminus at Kilana, the extreme end of Bombay. The portion opened is from Amlolee, outside Surat, to Unklesur, 30 miles.

The lines, viz.:—From Cawnpore to Agra, Muttra to Delhi, Meerat to Lahore, Buxar, and Benare

branch nearly completed. Raneegunge to Rajmahal on the Ganges, as far as the river Onore, Surat to Baroda, Baroda to Ahmedabad, Kurrachee to Hydrabad (Scinde), are all progressing. The railway from the Bunder and Gizrie Junction completed in 1859.

### THE PUNJAUB RAILWAY.

OR EXTENSION OF THE SCINDE LINE, was commenced at Mooltan, in February, 1859, and will proceed to Lahore and Umritsur.

The line will be about 230 miles in length, and will be connected with the Scinde Railway by an improved system of Steam Navigation between Hydrabad (the upper terminus of the Scinde Railway) and Mooltan, and will place Lahore, Umritsur, and other important towns, in communication with Kurrachee, the natural port of Scinde, the Punjaub, and neighbouring territories.

"Lahore, situated on the Ravee, is the capital of the Punjaub, and the seat of its political administration. The town is very extensive, and carries on a brisk internal trade. The civil station of Anarkullee, and the large military station of Meean Meer, are likewise attached to it. Umritsur, the commercial capital of the Punjaub, distant 36 miles, is at least equal if not superior to Delhi in population and wealth. The intervening country is level, and without even a nullah ("mountain stream") of any size, and an intercourse of so great an extent is maintained between them, that the road is literally thronged day and night with every description of wheeled vehicles, horses, camels, &c., and foot passengers; in short, more resembling the street of a town than a mere communication between two cities so far apart. Umritsur is the grand entrepôt of the British Sutlej states—the rich and mountainous region eastward to Kote Kongra—the horses, fruits, and woollens of Cabul and Bokhara—the shawls and produce of Cashmere, Yarkhand, and the mountainous country towards the north-east—in fact, the produce of the whole Punjaub and the countries encircling it are here concentrated. Mooltan is a large town and military station on the Sutlej or Ghara, so termed after its conjunction with the Beas. It is quickly becoming an important emporium, for it is the connecting link to the trade of Northern with South-western India, or rather Bombay and Europe. *fast Kurrachee*, situated at the mouth of the Indus, is advancing into prosperity; and into notice as a seaport.

### MODES OF TRAVELLING IN INDIA. IRON STEAMERS

Are used on the rivers Ganges, Jumna, Indus, Hooghly, in crossing from Bombay to Panwell, and trading coastways to Surat, Cambay, Kurrachee, Calicut, Cochin, Goa; and the Peninsular and Oriental Company's vessels ply between Ceylon, Singapore, Madras, Calcutta, Hong Kong, Manritius, and Shanghai; also the Dutch Government Steamers from Singapore to Batavia—the Spanish Government Steamers from that port to Manila, and the Honourable East India Company's Vessels from Singapore to Borneo. The traveller will find excellent accommodation and a liberal table in them all, at moderate fares.

### ACCOMMODATION FLATS

Are tugged by small iron steamers on the rivers Ganges and Jumna; and if the traveller intend or be obliged to avail himself of this mode of conveyance, he will do well to provide himself with every requirement in the way of eatables and drinkables, and must have a small staff of servants with him, such as his butler, valet, and cook.

### BUDGEROWS, PINNACES, BHOLIOS,

Are generally of about 40 to 90 tons burthen, and manned with a crew of ten men, besides the chief or steersman. This mode of travelling can be made very agreeable, provided that due precaution is taken to have the vessel selected accompanied by a small boat (paushway), in which all the cooking should be carried on, for the effluvia from that operation is excessively offensive, and at times unbearable, if any part of the budgerow is appropriated to that purpose. It is indispensably necessary that the traveller should take with him his butler, valet, cook, under cook, and a hamall, as well as a complete camp equipage, an entire supply of all kinds of condiments that may be required for the journey, whether eatables or drinkables, as only poultry milk, butter, rice, and firewood can be obtained at the villages on the banks of the river. Voyages of from 1,200 to 1,500 miles into the interior can be made in these conveyances, which generally occupy from three to four months, which time may be very pleasantly occupied, as the banks of the different rivers abound in beautiful scenery; and here and there very good shooting may be had, plentiful covies of *floriken*, bustards, pea-fowl, white and



golden pheasants, qualls, pigeons, tent, wild ducks, geese, snipe, ortolans, and plovers, being always near at hand, which will enable the traveller to beguile his time away, when the wind is foul, or he becomes weary of the monotony of the voyage. The rate of travelling by these boats is far cheaper than by steamers.

### DAWK (Dāk)

Travelling is much resorted to, as it is a sure and rapid means of conveyance. The traveller cannot possibly dispense with "Bradshaw's Portable Hand Books to the Bombay, Bengal, and Madras Presidencies," in which every line of route is described accurately, and every necessary information afforded. The palanquin has been minutely described in page 153, as well as this mode of transit. It will, therefore, only be necessary to state that the traveller's baggage must accompany him, securely fastened in tin boxes covered over with waterproof cases, and slung across the bungy wallah's shoulders. Tariff about 1s. per mile. Stoppages can be made, *ad libitum*, at the travellers' bungalows (buildings) which the Indian Government has had constructed on the most healthy and picturesque sites, along the different routes, since there are no such places as inns or hotels to be found in the interior of this vast empire, except at the large cities. The meals procured here only consist of a curried fowl and rice, except the traveller has packed up a choice selection of eatables and drinkables, which he is advised to do, and a supply of which should be stowed away in his palkee. He can refresh himself with a bath, change of linen, and a siesta at these places, for which he pays 1 rupee (2s.) per day, and cannot remain longer at each than two days, unless detained through sickness. This regulation is very good, inasmuch as it enables all travellers to receive some accommodation. If the bungalow is not full, then he will be allowed to remain longer. A medical man is always in the immediate vicinity of these spots, which have been chosen as the most interesting and elevated sites on which bungalows could have been erected. The traveller, however, must bear in mind that, in conformity with the regulations of the Postmaster Generals of each of the Presidencies, he will be obliged to deposit a certain sum prior to starting, in order to defray the cost of keeping bearers waiting for his accommodation on the line, should he not proceed at the rate he at first arranged to be con-

veyed to his destination. This mode of transport is carried on by night and day; and although the borne by the Mussalchee, who runs by his, generally scares away all wild animals, still should not venture on a journey without having Minié well loaded and at hand.

### THE INDIAN GOVERNMENT REGULATIONS FOR POST TRAVELLING ("Laying a Dāk") AND APPLICATION FOR DAWK BEARERS.

1. TRAVELLERS may be furnished with dawk bearers, on application at the different post-offices where they will obtain all the requisite information as to the estimated distances between known stations, to which only dawk bearers can be laid by any postmaster.

2. A set of dawk bearers comprises 12 men, viz. 8 palanquin bearers, 2 *mussalchees*, and 2 *banghy burdars*, for which is charged, payable in advance, at the rate of 8 annas (1s.) per mile; but, as in many instances, owing to the delay caused by travellers remaining longer on the road than the stipulated time, this sum is found unequal to the expense, a further sum of 4 annas (6d.) per mile is required to be paid as a *deposit*, to cover any eventual expense or demurrage caused by delay on the part of the traveller. Should none occur, the full amount of the sum deposited is refunded, upon the traveller furnishing a certificate from the postmaster, at the place where his journey terminates, that he arrived there without incurring *demurrage*. It is the duty of postmasters to furnish travellers with certificates, specifying, according to circumstances, whether or otherwise, they have come on demurrage. Such certificate, it must however be understood, is only applicable to the postmaster's divisions, who grants it; for it sometimes happens, that a traveller having incurred demurrage on part of the road, by travelling subsequently during those hours originally appointed for halting, reaches the last division within the given time.

N.B. It is to be particularly observed, that in some districts, bearers are with difficulty procured; and where they have to be sent a considerable distance to take up the traveller, and in like manner to return home—for time so occupied, they are paid additionally, and in all such cases postmasters are authorised to charge the actual cost for the traveller's bearers.

3. When it is reported that a traveller comes on demurrage on any part of the road, the adjustment

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the amount deposited to cover such expenses will be postponed until the receipt of the bills for the *dawk*, from all the postmasters through those divisions the traveller may have passed.

4. Travellers, whether proceeding from the presidency or from out-stations, are provided with a form in which they are requested *particularly* to note any cause of dissatisfaction they may meet with in their journey, and the places where they meet with obstructions or irregularities on the part of the bearers or subordinate post-office servants; this form being affixed to the certificate, which the traveller has to present for signature, secures its being noticed.

5. When a *dawk* has been ordered, and circumstances may render it expedient for the traveller to postpone his journey, or to withdraw the bearers entirely, he will of course be held liable for any expense which may have been incurred on his account. The amount paid for the *dawk* and the amount deposited to cover demurrage, will therefore remain unadjusted, until reports are received from the several postmasters on the line of route upon which the *dawk* was ordered.

6. The traveller's *baggage* must not exceed for each *banghy-burda* 24 seers (60lbs.); and they must be divided into 2 parcels ("*petarrahs*"), of such dimensions as to render them conveniently comfortable when slung as *banghies*.

7. It is to be generally understood that, although the Indian Government permit their servants to lay *dawk* bearers for the convenience of the public, the State derives no benefit from this source; and that neither Government nor any of their officers are in any degree responsible to the traveller for the misfortunes and disappointments which are inseparable from *dawk* travelling; thus every traveller proceeds at his own risk, and is liable to the losses and increased expenses incidental to delays and accidents; and that the Indian Government can in no instance be considered liable to make good any losses whatever.

8. When irregularities and consequent inconvenience occur to travellers, the Postmaster-General of India on being applied to, will immediately investigate the complaint brought to his notice; but this can only be done in the same manner, and to the same end, as a superior in any other department would interfere to inquire into complaints preferred against his subordinates.

9. In cases of *surchage* on a line, or changes, which to the parties complaining might be unjust, because arising out of the same positive neglect or error on the part of the postmaster who lays on the *dawk*, it would be the duty of the Postmaster-General of India to investigate the matter, with a view to afford pecuniary redress.

10. In every case of refusal to make good demands on account of laying *dawk* bearers, postmasters are authorised to detain all letters, parcels, &c., for the person from whom the demands are due, in the same manner as he is authorised to act under clause 9th of the general rules.

11. Any decision pronounced by the Postmaster-General of India, in all references relative to *dawk* bearers, to be considered *final*.

### HORSE DAWKS.

There are not many as yet established, and those are from Calcutta to Delhi, Raneegunge to Allahabad, Bhaga to Cawnpore and Lucknow, and which may not inappropriately be termed a "*Palanquin* on wheels."

### HORSEBACK

Travelling is unavoidable to places where *dawks*, steamers, or budgerows cannot proceed, and then the traveller must be accompanied by his tent, servants, provisions, and baggage. If this mode of transit is adopted, the journey must be commenced, daily, at 5 in the morning, 20 miles should be traversed ere the sun has risen high, for then the heat becomes unbearable, and the traveller ought to arrive at his resting place at 8 a.m. at the latest; his tent should be sent on before him, with orders to have it pitched in a mango grove, and breakfast ready by that time. He must himself personally attend to see his instructions carried out as regards the cleaning, feeding, watering, and bedding up of his steed, or else that poor animal will be left uncared for. He should not omit to take with him a few shoe nails and an extra pair of horse shoes, as well as a little bran to give his horse mashes. The tent should be taken up early, and sent on to the next place of rendezvous.

### CAMEL OR ELEPHANT

Travelling should not be adopted if possible, as it is both fatiguing and painful.

### BUGGEE

Travelling can sometimes be employed, but then the roads must be tolerably good.

## COACH

Travelling is employed from Panwell (two hours sail per Steam Boat, from Bombay) up the Ghauts, from Bombay to Mahabuleshwar,

## RAILWAY

Travelling has now commenced from Bombay to Byculla, Mahim, Corla, Bhandoop, Tannah, Per-seek, Callian, (from thence a branch will proceed to Surat), Titwalla, Wassind, thence to Shawpore (Shapoor), Budlapoor, Narel, Campolee, (foot of the Bhore Ghaut), to Poonah; Khandalla to Sholapore is now open), Kandeish, thence across the Taptee river, where a branch will proceed to Nusseerabad and Nagpore, with another to Oomrawutee, through the fertile Province of Berar, to Asseerghur Pass, the Satpoora Hills, Nerbudda Valley, (the river of which passes 20 miles below on to Jubbulpore), ascend the Khymore Range, near Bewah, into the valley of the Ganges at Hutta, 75 miles from Mirzapore, where there will be a branch to Munmar. The Great Southern of India, Negapatam to Trichinopoly 83 miles. Starting west the line passes the thickly populated districts of Tanjore, "The Garden of India," population 2,000,000, and also Trichinopoly, population 800,000. The stations are Negapatam, seaport on the west coast of Bengal, Tanjore, Trichinopoly, and the entire country very fertile, productive, and well-cultivated. The line from Calcutta proceeds to Bally Connagur, Serampore, Budasore, Chandernagore, Hooghly, Mugra, Pundooah, Memaree, Burdwan, Bahullah Road, Khury Nullah, Mancoor, Paneghnur, Banscopah, Tumlah Nullah, Undal, Raneegunge distance 121 miles, within 10 miles of which are the iron fields at Bur-

root; this line was interrupted by the Santal rebellion, but it is now progressing towards Allahabad and Delhi. The line from Madras is open to Goriathum, 97 miles, and so rapidly progressing that in May, 1860, it is expected the line will be opened as far as Beypore, a distance of 450 miles. The line from Allahabad to Futtehpore and Bhaga, 53½ miles, is also open, and its extension progressing rapidly.

The direct railway to India will proceed from the port of Seleucia, *via* Antioch, Aleppo, Jaber Castle on the Euphrates, thence to Bagdad and Bussorah on the Persian Gulf, be connected with Kurrachee by steamers, and thence per rail to Bombay, Madras, and Calcutta.

## PUBLIC WORKS IN PROGRESS IN INDIA.

Great Ganges Canal, Old Jumna Canal, Great Baree Doab Canal in the Punjab, Great Peshawar Road in the Punjab, Secondary Roads in the Punjab, Branch Road from Trunk Road through Gyah to Patna, Damoodah Embankment, Canal from Salt Water Lake to the Hooghly, Chittagong and Arracan Road, Road across the hills to the sea coast, Godavery Annicut Irrigation System, Kristna Annicut Irrigation System, Madras Coast Harbours and the internal water communication, Great Roads in Bombay, Roads in Scinde, one on either side of the Indus.

Electric Telegraph to India and Pegu, 3,500 miles of telegraph. Improved system of Drainage throughout the Cities of Bombay, Madras, and Calcutta, as well as the lighting those places with gas, which latter is carried on by a private company. In Calcutta gas has already been introduced.

## SKELETON OF ROUTE No. 3.

## ADEN TO CEYLON, MADRAS, AND CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure so as to proceed by the Mails which leave on the 11th & 27th.	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Time of Journey.			Time Table.		Fares.		Extra Expenses.		Total Expenditure.
				D.	H.	M.	D.	H.	M.	D.	H.	M.	Dep.	Arr.	1st class.	2nd class.	Hotel.	Inci- dental.	
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2134	Ceylon..	..	26th, 11th	12	0	0	..	..	..	4 0	..	None.	..	..	6 11 6	26 11 6	26 11 6		
		..	5th, 21st	..	..	..	1	0	0	..	10 0 25	0 25 0 0	0 0	0 11 6	26 11 6	26 11 6			
6212	Ceylon..	..	Days	24	21	0	5	20	0	a.m. 9 0	94 0 9	80 0 7	7 18 2	5 1 6	107 0 5	93 0 8			
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		..	9th, 25th	..	..	..	1	0	0	9 0	..	10 0 0	1 0 0	0 11 6	11 6 11	11 6 11			
6882	Madrass..	..	Days	28	21	0	6	20	0	..	104 0 9	90 0 7	8 18 2	5 13 0	118 11 11	104 11 9			
770	Calcutta	..	9th, 26th	3	0	0	1	0	0	8 0	..	None.	1 0 0	0 10 0	11 10 0	11 10 0			
		..	13th, 29th	..	..	..	..	..	..	..	10 0	10 0 0	..	..	..	..			
7262		..	Days	31	2	0	7	20	0	..	124 0 9	100 0 7	9 18 2	3 0 130	1 11 126	1 9			

\* London to Aden, via Route No. 2, page 115.

Luggage allowed Free from Aden to Ceylon—First Class, 336lbs.; Second Class, 168lbs.; overweight, £2 per cwt.

The Peninsula and Oriental Company do not book second class passengers any further than Alexandria; such travellers are, however, conveyed to Suez by the Egyptian Railway Co.—consequently, from Suez they must take *first class passage, or proceed* as European Servants to the Presidencies.

The Homeward Bound Traveller must reverse the Route, &amp;c.

## ROUTE No. 3.

London to Aden, see Routes Nos. 1 and 2, pages 69 and 115.

Travellers proceeding to the other Presidencies or China perform a Sea Voyage (12 days from Aden to Point de Galle, Ceylon), during which the temperature varies from 78° to 93° (in August), and the monotony of the trip is often varied by the travellers playing at *sea quoits* (such being made of rings of spliced ropes) on a hops-cotch chalked out on the deck. Nothing interesting is to be met with in this route, a few vessels are occasionally spoken with, and the return mail is often passed and boarded, so that passengers should, if desirous of sending letters to England have them ready to seal up as soon as that steamer is signalled as being in sight, when a bag is made up and sent on board. This remark is applicable to all sea voyages. As the Island of Ceylon is approached the land near the sea is very flat, but its appearance as the vessel steams towards it is extremely picturesque and grand, for whilst a fine undulating well-wooded country stretches to the water's edge, lofty, verdant, hilly ranges tower in the distance, covered with groves of Palmyra palms, Areca and Cocoa Nut trees, the latter of which fringe the shores.

## THE ISLAND OF CEYLON

(S'ingha'a),

Situated in lat. 5° 55' and 9° 51', and long. 79° 41' and 81° 54', at the entrance of the Bay of Bengal, and separated from the Indian Continent by the Gulf of Manaar and Palk Straits. It is 271 miles long and 137 broad. Its shape is that of a ham, hence called by the Dutch Jaffnapatam (Hamshed). It has a population of 1,000,000, composed of various Asiatic races; the greater portion are Singalese, who resemble the Hindoos in their characteristics; they are of light brown and black colour, hazel and brown eyes, about 5½ feet high, cleanly made, bony, stout, and muscular, small hands and feet, handsome, intelligent, and animated features, with their face and hands thickly covered with hair. The females are pretty, and well made. They are divided into four castes (wan-és), viz.: the *Ekkashastria* (Royal), *Brahmina Wiesia* (Merchants and cultivators), *Kshoodra*, subdivided into no less than 60 low castes. The *Wiesie*, the most influential, are polished in manners; deficient in intellectual attainments, tame, and undecided in character, but

subtle in commercial transactions. They are Bhaddists, and the tooth of Buddha is their most precious relic. The country is composed of decomposed quartz, felspar, and pure quartz sand (the soil of the cinnamon groves). It is governed by a Governor in Council and Legislative Assembly. Sharks are in abundance along the coast, but are seldom known to enter the harbours.

## HISTORICAL REMINISCENCES:—

B.C.

513. The Goe-wansé (Singhs or Rajpoots) colonised it.

The era of the death of Gandama Boodh.

Wijeya Coomaroyo (grandson of *Suryavasi* "Children of the Sun,") and the Rajpoot chief of Wagooratta (a *Singh*, hence its native name Singhal) reigned.

270. The jaw-bone of Buddh brought thither and placed in a *Dagobh*, 120 cubits high.

Letters introduced.

Emigrants arrive from Ava and Siam.

The Malabars conquered the northern parts of the Island.

The Brahmins persecuted by the invaders.

A.D.

1505. The Portuguese landed here and expelled the Malabars.

1566. The Dutch formed alliances with the Singalese Princes, and expelled the Portuguese.

The King of Candy sent to Siam to procure Priests versed in the Boodh religion.

The Dutch in hostilities with the Candians.

1796. The British and Candians at war.

1803. A suspension of hostilities, and a number of British prisoners massacred in cold blood.

1815. The Kandian Kingdom taken possession of by the British.

The Madras Presidency administered the Government.

Transferred to the Colonial Department of the British Administration.

CLIMATE.—The temperature experienced in the month of August is from 78° to 96°, has an average temperature ranging from 68° to 80°; the lowest 52°, the highest 120°; a fall of rain thrice that of England; two monsoons, viz., S.W. from April to November, and N.E. from November to March. The rainy season commences about June and ends about September.

PRODUCTIONS.—Arrack, cinnamon, cardamoms, coffee, cocoa nuts, cals, cotton cloth jagery, fine

cabinet woods, rice, grain, tobacco, bread fruit, used by the natives as a substitute in draught for bread; manganese, iron, rubies, topases, sapphires.

**ANIMALS.**—Buffaloes, deers, dogs, elephants, bears, jackals, monkeys, tigers, &c.

**RAILWAYS** (in progress).—From Colombo to Kandy, via Parnepettia, 79 miles, viz.:—Colombo to Maha Dya, 50 miles; Colombo, via Gordon's Bridge, Wallapolla (Hindoo Temple), Mahavilla, to Kandy, 79 miles—the first turf turned on the 13th August, 1858, by His Excellency the Governor, Sir Henry Ward.

## POINT DE GALLE,

"Cock's Point," so named by the Portuguese, but called by the natives Gá-la "rock." The Southern Port, and Brighton or Cowes of Ceylon.

Population, 100,000.

**TELEGRAPHS** to Bombay, Calcutta, Kurrachee, Kedjeree, Madras, and all parts of India.

**HOTELS.**—British and others. Tariff—the same as at Bombay. **BANK.**—Oriental, see page 138.

**PRICE OF SPECIE.**—Rupees worth 1s. 11d. The principal currency as in Eng'land. Spanish Dollars are also current.

**PASSPORTS.**—See page 33.

**CONVEYANCES.**—The hire of those is the same as at Bombay. A four-horse mail runs to Colombo in eleven hours.

**STEAM PACKETS.**—The Peninsular and Oriental Company's Steamers (J. Sparks Esq., Agent), arrive here with the outward mails on the 5th and 21st of every month, and thence sail on the same day for Calcutta, Madras, Penang, Singapore, Hong Kong, Amoy, Shanghai, and Manila. Passengers for China embark here on board the Peninsular and Oriental Company's steamer, which leaves this port on the 5th and 21st on arrival of the outward English mail. The homeward mails for Aden, Suez, Alexandria, Malta, Marseilles, Gibraltar, and Southampton, sail from thence on the 1st and 18th of every month. Post to China, via Southampton and this place in 50 days, but via Marseilles, 45 only.

**CONSULS.**—British, A. S. Waine, Esq.; Prussian, Alfred Wise, Esq.

**NEWSPAPERS.**—The *Observer*, numerous journals, and English papers on the arrival of the overland mails.

The Berahera festival takes place in August.

**ATTRACTIONS in the City.**—The most remarkable of these consist of the Post Office, Fort (1 mile in circumference). Dutch Church, Chapel, Mahomedan Mosque, Pettah (very extensive) Esplanade, Coaling Depot, Light House, Barracks, an Orphan Asylum, at which the pupils are clothed, boarded, educated, and taught trades. Those in the Vicinity, Interior of the Island, and on the Sea Coast, are Colombo (capital of the island), Fort, Large Lake near its glaciis, extending several miles into the interior, island in the lake called Dutch Island, native town (Pettah), Government House, College Light House, English Church, Post Office, Library, Hospital, Museum, Custom House, the Supreme Court, Magistrates' Court, Dutch Churches, Roman Catholic, Protestant and Portuguese Churches, the Baptist and Wesleyan Chapels, &c. The houses in the town are good and conveniently built; streets narrow, but the city is the most agreeable and healthy part of the island. Ships can only remain in the harbour four months during the year, being intricate and dangerous. The pilot canoes are very long, but only 16 inches broad.

## TRINCOMALEE.

Magnificent Harbour, Fort (3 miles in circumference), Citadel erected on a cliff, English, Portuguese, Dutch, and Mahomedan Places of Worship, Post Office, &c.

## JAFFNAPATAM.

Fortifications, Barracks, Dutch Church, and other public buildings.

## CANDY

(Siuhola or the Great City).

Governor's residence, called the Pavilion, public library (erected on pillars, and built on a lake), Wharves temples, belonging to the Buddhists (in the principal is contained the relic, "Buddha's tooth"), Barracks.

**TELEGRAPH** to Bombay, Madras, Calcutta, Kurrachee, Point de Galle, and all the chief cities in India.

**HINTS.**—The steam packet stops at Point de Galle 24 hours to coal, and then proceeds on to Madras. The island of Ceylon is about 260 to 270 miles long, and 150 miles in breadth. The highest hill on the island, Adam's Peak, is about 3,200 feet above the level of the sea, to which pilgrims resort to see the pretended impression of Buddha's foot in the granite rock above five feet long.



In the Gulf of Manaar off the north-west coast of Ceylon is the greatest pearl fishery in the world. This island is also famous for the vast number of cocoa nut trees and the quantities of cinnamon and coffee which it produces. All kinds of European vegetables are to be found growing at a place called Nuwera Eli, a plain situated about 50 miles from Candy. It also abounds with elephants, and European residents have been known to destroy upwards of 50,000 of those formidable animals.

Travellers proceeding to Madras perform a sea voyage (four days from Ceylon to Madras)—nothing interesting.

### †MADRAS

Madraj, Mandir-raj, but called by the natives Chennapatnam, the city of Chennappa. (Coromandel Coast), first British settlement in India, 1639.

Population, 400,000.

**Hotels.**—The Prince Albert, Valu Mudeliars, family, Myrtle Grove House, good; but the others are very bad indeed. Tariff—the same as at Bombay.

**Club.**—This institution, which is admirably conducted, has superseded the necessity of hotels; here board and residence can be had on very moderate terms; and it contains accommodation for a great number of persons; open from 6 a.m. to 12 p.m.

**PRICE OF SPECIE.**—Sovereigns worth 10½ Rupees.

**BANK NOTES** worth Rupees 10 per £1.

**MONSOON** (rainy season) commences about July, and ends about December. The N.E. monsoon begins on the 15th October, and then the storm flag is hoisted at the master attendant's flagstaff, to warn persons from attempting to land. Hottest months, May and June; coolest months, January and February. Lowest range, 75°; highest range, 140°.

**ICE HOUSE** at South and 24 Second Line Beach, open from 6 a.m. to sunset, except on Sundays, when it closes at 8 a.m. Tariff, 1 anna (1½d.) per lb.

**OFFICE HOURS.**—10 a.m. to 4 p.m.

**PASSPORTS.**—See page 33.

**ELECTRIC TELEGRAPH** to Bombay, Calcutta, Point de Galle, Kurrachee, &c.

**NEWSPAPERS.**—*Morning Chronicle*, *Spectator*, *Athenaeum*, *Examiner*, and numerous daily journals.

**TRADESMEN.**—*Upholsterer*, Deschamp. Moun;

*Road*; *Booksellers*, Pharos and Co., *Bradshaw's Guide Depot*; *Confectioners*, Laybourn and Co.

**RAILWAYS.**—To Arcot, 70 miles; Vellore, 81; Gorlattam, 97; Amboor, 114 Vaniambady, 124; and Tripatore, 137 miles, now open; the total distance now open, but rapidly progressing to Beypore, 450 miles. One of the finest structures on this line is the bridge erected across the Poiney River. It is of granite; has 56 arches, each 30 feet span, on a foundation of brick walls sunk 15 feet below the surface. It was three years in construction, under the able superintendence of George Barclay Bruce, Esq., C.E., and cost £13,000.

**DIRECTORY.**—Messrs. Barrie and Co., Vepery, dealers in Currie, Mullingatwney Paste and Chutres.

**BANKERS.**—The Oriental Bank Corporation.

**RAILWAYS IN PROGRESS.**—The Berar and Eastern Coast of India. From the Port of Coringa, at the mouth of the Godavary, on the east side of the Indian Peninsula, and midway between Calcutta and Madras (the only harbour on the coast where large vessels can be built, and which is free from the surf so dangerous on the Coromandel coast), *via* Chinon and Chanda, to Nagpore (40 miles), with branch line to the city of Hyderabad, and thence to connect the line with the Madras and Bombay Trunk, from Negapatam to Trichinopoly. A line called the East Coast Railway is in progress to connect Madras with the French Settlement and the Great Southern Line at Tanjore. It will proceed *via* the Mount, Palaveram, Chingleput, Carangooly, Pondicherry, Cuddalore, Chellumbrum, Sheally, Magavaram, Combaconiam, to Tanjore. See p. 303.

**TRAVELLING CONVEYANCES.**—By dawk (dāk), in a palanquin borne by four natives, accompanied with a relay of four men, who relieve each other at intervals. If a traveller wishes to proceed into the interior by this mode of conveyance, he must give the Postmaster General of the Presidency notice of his intention, and orders will then be forwarded to all the officials on the line of route to have bearers in attendance. The expenses of the journey, together with an additional sum to cover any extra charges that may occur, must be placed in the hands of that functionary, to prevent any delay on the part of the traveller in not pursuing his route as previously indicated. This mode of travelling is performed by night and day. A guide at night, with a lighted

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torch, runs by the side of the palkee to guard the traveller from the attacks of wild beasts, and to show the Bearers the route. He feeds his torch with oil from a leathern bottle slung at his side. By Budgerow, a boat of about 50 to 70 tons burthen. It has a decked cabin, which is sub-divided into three rooms. As voyages of 1,000 miles are performed by these vessels, the traveller must not only take with him a set of servants, but also a store of all eatables and drinkables; only butter, milk, rice, fowls, firewood, and water being obtained at the villages he may pass on the river. See pages 184 and 190.

**SAILING VESSELS** constantly to China, United States, Australia, &c. Steamers ply on Cochrane's canal. The East India Irrigation Company has been formed; the Madras Irrigation and Canal Company is in good work.

**BANKS.**—Agra, Oriental.

**STEAM PACKETS.**—The Peninsular and Oriental steamers, with the mails, arrive here, outward-bound, on the 9th and 25th of every month, and then sail for Calcutta. Those homeward-bound arrive from Calcutta on the 13th and 27th of every month, and then sail for Ceylon, Aden, Suez, Alexandria, Malta, Marseilles, Gibraltar, and Southampton.

**SANATORIUM.**—Should the traveller suffer from sickness, the Nellore Hills can be reached in less than seven days by carriage. The principal station is called Ootacamund, at which the temperature is about 56°. Sir Francis Head's account of these hills should be perused. Here the Lawrence Asylum for the orphan children of soldiers have been erected, in memory of the late distinguished and lamented Sir Henry Lawrence, who was killed at the siege of Lucknow, to which Lords Canning (£500) and Harris (£200) subscribed. Twenty children are admitted. The edifice cost £5,000.

**HIRE OF CONVEYANCES.**—Tariff, see Bombay. **BUGGIES**,  $\frac{1}{2}$  Rupee per turn. Carriages can be hired to the Nilgiris hills on moderate terms.

**OVERLAND MAILS** are made up daily to Bombay, Calcutta, and the interior of the country, and are dispatched from the General Post Office.

**MOST REMARKABLE OBJECTS**, viz.:—Supreme Court, Government House (its banquetting room), Madras Club (handsome building), the College, Medical College, Statues of Sir Thomas Munro and the Marquis of Cornwallis, Ice House, Custom House, Orphan Asylum, Charity and Free Schools, Moneygar Choultry, the Churches, Barracks, philanthropic,

masonic, and temperance institutions, Fort St. George, Post Office, Railway Terminus, &c. The Cathedral contains a beautiful east window, exquisitely executed by Messrs. Lavers and Barrand, of Southampton Street, Strand, consisting of three large semicircular beaded lights, 13 feet long by 5 feet wide, representing in coloured glass—1st, The Baptism of Jesus Christ; 2nd, The Saviour's appearance to Mary at the Sepulchre; 3rd, The Ascension. The side windows, which are also very handsome, were designed and executed by Archibald Cole, Esq., of Madras, the architect. The districts of Vepery and Parsawakam; the Island ( $\frac{3}{4}$  mile long and  $\frac{1}{4}$  mile broad); Triplicane (the Mussulman quarter); Chepu Gardens, in which stands the palace of the former Nawabs of Karnatak, with some fine chambers. The districts of Chintadripet, Egmore, Pudupot, Nangumbakam, Kishnapeta, Royapeta, Pacheri, St. Thome, Quibble Island, Alwarpet Cemetery in Black Town, Writers' Buildings (where Lord Clive twice endeavoured to commit suicide), Arsenal, Lighthouse, St. Andrew's Church, the Mint, Parheappas School, founded in 1842, with its debating society; the Esplanade, the University, Supreme Court, Black Town Chapel, Roman Catholic Cathedral, Church Mission Society, Armenian Church, Miblar Orphan Asylum, College, Observatory, Horticultural Society's Gardens, where the band plays every Tuesday evening; Mallapur, with a Roman Catholic chapel on its rocky knoll.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—St. Thomas' Mount, the villas of the native and European merchants and officials, situated in large compounds and handsome gardens. The villages of Attapuram, Perumbur, Rayapuram, Tandiaodu. Vasarvalli, Ennur (Ennore), and the Red Hills.

**HINTS.**—The traveller must not feel timid at the manner in which the landing is effected at this place, as the boats are generally well manned, and fatal accidents have hardly ever been known to happen. He will act wisely to wear spectacles on his first arrival, as, owing to the absence of all shade, and the pale yellow cast of the houses, the glare of the scorching sun is peculiarly detrimental to the sight. If he intends to remain at this Presidency the sooner he fixes upon a bungalow and removes to it the better. At all events, he will find good accommodation, at moderate charges, at the Club House.

**SCHOOLS.**—The Christian Vernacular Society has

no less than 354 schools, attended by 12,526 pupils, at an average annual cost of 8s. per head. Instruction is afforded them in the Kanarese, Malayalam, Singhalese, Tamil, and Telegu languages.

**AMUSEMENTS.**—Theatre, Concerts, Nautches, Native Marriage Processions, at times extremely grand and magnificent, the Industrial Exhibition, &c.

**CURRENCY.**—Accounts are here kept the same as at Calcutta.

For more minute details of this Presidency, see *Bradshaw's Handbook to Madras*.

Travellers proceeding to Calcutta perform a sea voyage (3 days from Madras to Calcutta). Nothing whatever of interest is passed except a few native boats, and occasionally a homeward-bound steamer. About 100 miles distant from Calcutta the vessel enters the Hooghly river. The view which bursts upon the traveller's eye is beautiful in the extreme. The scenery on both sides of the river is that of a perfect paradise, for there appears an eternal verdure, whether it is approached in the hot or in the rainy season. In many places the banks of this majestic stream are so high that the sharp angles of the river very closely resemble promontories. The beauty of the foliage which waves over the wooded heights must be viewed to be appreciated. Here are to be seen the bamboo mingling its long branches down as gracefully as the willow, the magnolia, which is so common in the immediate vicinity of Calcutta, the babool, whose flower is tufted of a golden colour, and which emits so powerful and delicious a scent that the air seems at times entirely impregnated with its fragrant perfume. So rich and well-wooded are the banks of this river that the City of Palaces (the capital of British India, as Calcutta is termed) is entirely shaded from the sight, until the steamer approaches close to its anchorage, and then the view of the town is splendid and magnificent in the extreme.

### —† CALCUTTA

(On the river Hooghly, belonging to the English since 1668; so called from Kail, "a goddess," and Cuttah, a "temple").

Population, about 600,000.

**HOTELS.**—Many very large and commodious. Tariff as at Bombay. Auckland the best.

Here conveyances of every description are to be obtained at the Bombay tariff. Buggies—Rupees 4 per turn.

**MONSOONS** (rainy season) commence in June and end about October; hottest month, May; coolest month, January. During the south-west one, which sets in about the end of April, the tidal wave generally dashes up the Hooghly river from side to side, at the rate of 20 miles per hour. All boats then make for the centre of the river, where the wave does not curl and break over. Ships often part their cables. The lower part of the river is then about eight feet higher than the upper portion (the tide rising that number of feet per minute). The height of the Bore varies from five to twelve feet. It is dangerous, never breaks on both sides; deep water destroys its force, but shallow water and sand-banks bring it out most prominently.

Clothing to be worn—as at Bombay.

Thermometer—Lowest range, 52°, highest range, 140°.

Price of Specie—Sovereigns, Rupees 10½ each; bank notes, Rupees 10 per £.

Office hours from 10 a.m. to 4 p.m.

**RAILWAYS** to Bally, Connagur, Serampore, Buda-sore, Chandernagore, Hooghly, Muga, Pundooah, Memaree, Burdwan, Bahullah Road, Khury Nullah, Mancoor, Paneghur, Banscopa, Tumla Nullah, Undal, Raneeungee, and 24 miles between the rivers Adjal and Cynthea the remaining portion of the South Beerbhoom division opens; thence per four-horse dawk to Allahabad, and then per rail to Cawnpore, at 5 a.m. (in five hours), arriving there at 10½ a.m., and continue per horse dawk to Lucknow. Calcutta to Delhi and Lahore, via the Ganges; Kurrachee to Lahore; Hyderabad to Kurrachee, via the Indus Steam Flotilla, which is composed of an admirable staff of flat-bottomed steamers, 200 feet long, 30 feet broad, and taking 1½ feet of water. The Eastern Bengal line has been commenced, and will extend about 108 miles from Calcutta to the Ganges, at Koochtee, so as to make it the shortest route to the Sanatorium, at Darjelling. Trains several times daily. The entire line from Calcutta to Rajmahal, 203 miles, open.

Electric telegraph to Bombay, Madras, Kedjeree, Ceylon, Kurrachee, and the principal towns in India. Overland Mails are made up at Post Office to Bombay and Madras, daily—time of transit 8 days in going, conveyed by runners who carry the packets, running at full speed from station to station, situate 9 miles distant from each other, at which places



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fresh relays of men are constantly in readiness to proceed with the bags. A special post for the conveyance of letters and newspapers to England by the Bombay Mails of the 9th and 24th, leaves Calcutta on the 1st and 16th of every month.

**TRAVELLING CONVEYANCES.**—Dawks, budgerow, boats, river steamers, horse dawk between this place and Delhi. On horseback—this mode must be adopted where a dawk has not been established, and when so journeying the traveller should rise at 5 a.m., and after taking a cup of coffee and a crust, mount his nag, travel about 20 miles, taking care to send his servants on before him with his tent and baggage, and as soon as the sun is well up in the horizon his tent should be pitched in a shady grove. His breakfast should then be eaten as soon as possible, care being taken to see that the gorrwallah has well-groomed and picketed his horse. He should retire early to rest, so that the tent may be taken down and forwarded to another appointed stage. All provisions should be taken for the journey on first leaving the town. The *Keranchie* (Kildrapore) omnibus is similar in shape to an *old fashioned hackney coach*, with the windows all open, but having a low seat for the driver in front. It is raised on springs high above the four wheels, high-boned large-bodied ponies are harnessed to the bamboo pole thus, an old worn-out *dotey*, which has served as a turban cloak and sheet, is used for connecting the *tathoos* (ponies) to the carriage. The driver is seated on a small perch in front, in a most perilous position; the crazy vehicle goes along at a railway express rate, and waving from side to side at every move of the ponies, over which the Jehu has no control, but keeps hurrying and beating them along at a most fearful rate. It generally contains six passengers, and is the favourite holiday vehicle of the British tars stationed here (Calcutta), who have a great *penchant* for these rickety conveyances, and when Jack's ashore he hires them. They are obtainable (or rather ply) at *Kidnapore Road*, *Keranchie*, and start for several places from 5 to 6 miles distant from Calcutta.

**NEWSPAPERS.**—*Friend of India*, *Hurkaru*, *Englishman*, *Eastern Star*, *Mofussilite Gazette*, daily journals, and the English newspapers, on the arrival of every mail, can easily be procured of all booksellers.

**BANKERS.**—The Oriental Bank Corporation.

**COAL MINES.**—Those of Bussareh, Kosta,

Megeab, Russoh, Topoz, are all working extremely well, but those of Taunksoley are not so productive.

**LEGAL ADMINISTRATION** is conducted by a Chief Justice and Puisne Judge.

**STEAM PACKETS.**—Peninsular and Oriental Company's Steamers (T. H. Trouson, Esq., Agent) arrive on the 13th and 29th of every month with the English mails, and depart with the homeward-bound Mails for Madras, Ceylon, Singapore, Penang, Hong Kong, Amoy, Shanghai, Manilla, Aden, Suez, Alexandria, Malta, Marseilles, Gibraltar, and Southampton on the 10th & 24th of every month, but in May, June, and July, they leave on the 6th and 19th of every month, on account of the Monsoons.

**ISTHMUS OF KRAW.**—It is intended to cut a canal (12 miles long) across it, at the S. extremity of the Siam kingdom, as such will save 1,175 miles in the distance from Calcutta to China.

**MOST REMARKABLE OBJECTS, viz.:**—Landing Places (or Gauts), Government House, Churches, Public Offices, Suspension Bridge (over a rivulet which encircles the town), Fort William, Column to the memory of Sir David Ochterlony, Post Office, Secretariate, Botanical Gardens (on the left bank of the river), Bishop's College, Library, Chapel, Maidan (an extensive plain), Aqueduct, Town Hall (a beautiful building), The Sudder Dewanee Adawlut (principal Court of Justice), Racket Court, Gaol, Hospital, Bengal Club, Bazaars, Adjutant and Quarter Master General's Offices, Metcalfe Hall, Writer's Buildings, Mint, Tanks, especially the Loll Diggle, Asiatic, Agricultural, and Masonic Societies, Horse Bazaar, Dog's Hospital, Dock Yards, Coal Depôts, Bank of Bengal, Jesuits' College, Theatre, Medical College, The Mahomedan (Madriass) College, Hotels, Shops equal in size and splendour of appearance to any in Bond or Regent Streets, Roman Catholic, Protestant, and Scottish Churches, Mahomedan and Hindoo Mosques and Pagodas, Private Houses of magnificent appearance, Railway Terminus, Statues of the late lamented Sir Jamssetjee Jejeebhoy, Bart., and Lord Hardinge, Gas-works, &c. Here Yeh (the Chinese Mandarin) died in 1859. Photographic Society, in the Hall of the Calcutta Institute; Dalhousie Institute; Agricultural Society; People's Bank of India; New Post Office; Mission—opened as a refuge for European women, 21 of whom took shelter here, and have been provided for. For minute details of this Presidency see *Bradshaw's Hand-Book to Bengal*.



**MOST INTERESTING PLACES AND OBJECTS IN THE VICINITY, viz.:**—Banks of the Ganges, Artillery Barracks at Dum Dum (distant 13 miles), Barrack-pore Cantonment (distant 16 miles), where there is a residence for the Governor General. Here some of the Bengal native troops mutinied in 1857; several regiments were disarmed; and a large European force is now permanently quartered here. Small Hindoo Temples called *Mhuts* (rather larger than beehives, and resembling them in shape), near the various Gants (or wide flights of steps on the banks of the river); Barracks, containing 5 or 6 regiments.

### †SERAMPORE

(Opposite to Barrackpore), which is considered the finest town in British India, and is the station of the missionaries of Bengal. The College, with its beautiful pinnacles, the castellated houses of the native residents, and their luxuriant and tastefully arranged gardens.

**SANATORIUM, viz.:**—Darjeling Mountain, belonging to the Sincul range. This temperate climate can be reached easily in four days; it is 7,300 feet above the level of the sea—thermometer, 55°.

**AMUSEMENTS, viz.:**—Theatre Concerts, Nautches, Jackall, Wild Buffalo, Boar, and Tiger Hunting (the Calcutta Hunt keep a good pack of dogs here), Cheeta (Leopard) and Antelope coursing, Deer Stalking and Bustard Shooting, Horse Racing, Yachting, &c.

**NATIVE FESTIVALS**—Most of which are conducted with such pomp and ceremony that all travellers should witness them, viz.:

- The Dusserah (takes place about the end of September), a Hindoo festival which occupies four or five days. The Charuk Poojah, a Hindoo festival, which lasts four days. The Ruth Jatra (the airing of the images), when the Juggernaut's car is drawn by thousands of coolies.
- The Moharrum (Mahomedan festival) which occupies eight days, and is celebrated with great pomp and splendour. The Buckra Eade or Goat Sacrifice (Mahomedan festival). The Bhearer (Mahomedan festival). The scene exhibited on the banks of the Ganges on the evening of its celebration is truly magnificent.

Not far distant in lat. 6° 40', and 9° 20', and long. 93° 3', and 94° 13', lies the Nicobar or Audain, an island admirably adapted for a penal settlement, to which it is thought the rebel Sepoys will ultimately be sent.

**CURRENCY.**—Accounts are kept here in current pice, current annas, current rupees, and slocka rupees, thus:—12 current pice make 1 current anna; 16 current annas make 1 current rupee;  $1\frac{1}{2}$  current rupees make 1 slocka rupee.

**BANKS.**—Bengal, Agra, and Oriental.

## EAST INDIAN RAILWAY (Bengal Division).

Miles from Calcutta	UP FROM CALCUTTA.	WEEK DAYS.				SUN.		FARES FROM CALCUTTA.							
		1, 2, 3 class.		1, 2, 3 class.		1 & 2 class.		SINGLE JOURNEY.							
		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	1st class.	2nd class.	3rd class.	1st class.	2nd class.	3rd class.		
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.		
1	CALCUTTA ..... dep.	9 0	4 30	5 20	...	...	...	0	1	6	0	0	0	3	
7	Howrah ..... dep.	9 20	4 50	5 40	8 45	8 45	0	11	6	0	5	9	0	1 9	
9	Bally ..... dep.	9 40	5 8	5 53	8 59	8 59	0	13	6	0	6	9	0	2 3	
13	Connaghar ..... dep.	9 49	5 19	6 9	...	...	...	0	13	6	0	9	9	0	3 3
16	Serampore ..... dep.	10 2	5 31	6 21	9 13	9 13	1	3	6	0	9	9	0	3 3	
21	Bidabuty ..... dep.	10 13	5 43	6 33	...	...	...	1	9	6	0	12	9	0	4 0
25	Chandernagore ..... dep.	10 30	5 58	6 48	9 31	9 31	1	15	6	0	15	9	0	5 3	
30	Hooghly ..... dep.	10 46	6 13	7 3	9 49	9 49	2	5	6	1	2	9	0	6 3	
39	Mugra ..... dep.	11 6	6 30	7 20	...	...	...	2	13	6	1	6	9	0	8 3
44	Pundooah ..... dep.	11 31	6 58	7 48	10 10	10 10	3	11	6	1	13	9	0	10 3	
52	Boinshee ..... dep.	11 51	...	...	...	...	...	4	3	6	2	1	9	0	11 8
60	Mymaree ..... dep.	12 13	...	...	...	...	...	4	13	6	2	6	9	0	13 3
67	Sakteghur ..... dep.	12 38	...	...	...	...	...	5	13	6	2	13	3	0	14 9
	Burdwan ..... arr.	1 2	...	...	11 10	11 10	6	1	6	3	0	9	1	0	3
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.								
91	Burdwan ..... dep.	1 30	...	...	12 30	12 30	8	7	6	4	3	9	1	6	9
98	Mancoor ..... dep.	1 35	...	...	...	...	...	9	1	6	4	8	9	1	8 3
122	Paneghur ..... dep.	1 56	...	...	12 44	12 44	9	1	6	4	8	9	1	8 3	
	Raneegunge ..... arr.	4 0	...	...	1 45	1 45	11	5	6	5	10	9	1	4	3
	Burdwan ..... dep.	1 40	...	...	...	...	...	...	...	...	...	...	...	...	...
88	Goosekhara ..... dep.	2 45	...	...	...	...	...	8	4	0	4	2	0	1	6 0
106	BEDDIAN ..... dep.	3 10	...	...	...	...	...	9	0	0	4	8	0	1	8

## EAST INDIAN RAILWAY (Bengal Division)—Continued.

Miles from Beddiah.	Miles from Raneegunge.	DOWN TO CALCUTTA.	WEEK DAYS.					FARES FROM BEDDIAH.					
			1,2,3, class.	1,2,3, class.	1,2,3, class.	1 & 2 mail.	21 & 2 mail.	SINGLE JOURNEY.					
								1st class 2nd class 3rd class					
			a.m.	a.m.	a.m.	p.m.	p.m.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
—	—	BEDDIAH ..... dep.	...	11 0	...	...	...	0 12 0	0 0 0	0 0 2	0 0 2	0 0 2	0 0 2
8	—	Gooskhara ..... dep.	...	11 24	...	...	...	2 11 6	1 5 9	0 0 7	3 0 7	3 0 7	3 0 7
29	—	Burdwan ..... dep.	...	12 27	...	...	...	...	...	...	...	...	...
—	—	Raneegunge ..... dep.	...	Runs from Burdwan on Monday morn. only.	10 0 11 15	11 15	11 15	FROM RANEEGUNGE.					
—	—	24 Raneegunge ..... dep.	...	11 5 12 3	12 3	12 3	12 3	2 4 0	1 2 0	0 0 6	0 0 6	0 0 6	0 0 6
—	—	81 Mancoor ..... dep.	...	11 30 12 30	12 30	12 30	12 30	2 14 0	1 7 0	0 0 7	6 0 7	6 0 7	6 0 7
—	—	55 Burdwan ..... arr.	...	12 35 1 20	1 20	1 20	1 20	5 4 0	2 10 0	0 0 14	0 0 14	0 0 14	0 0 14
—	—	Burdwan ..... dep.	...	6 45	1 18	1 50	1 50	...	...	...	...	...	...
36	62	Sakteghur ..... dep.	...	7 0	1 37	...	...	5 13 0	2 15 6	0 0 14	6 0 14	6 0 14	6 0 14
44	70	Mymaree ..... dep.	...	7 18	2 0	...	...	6 8 0	3 4 0	1 1 0	1 1 0	1 1 0	1 1 0
51	77½	Boinshee ..... dep.	...	7 39	2 24	...	...	7 5 0	3 10 6	1 3 6	1 3 6	1 3 6	1 3 6
57	83	Pundooah ..... dep.	7 12	7 53	2 41	2 46	2 46	7 10 0	3 13 0	1 4 0	1 4 0	1 4 0	1 4 0
66	92	Mugra ..... dep.	7 40	8 22	3 10	...	...	8 8 0	4 4 0	1 6 0	1 6 0	1 6 0	1 6 0
71	97	Hooghly ..... dep.	7 59	8 40	3 26	3 30	3 30	9 0 0	4 8 0	1 8 0	1 8 0	1 8 0	1 8 0
75	101	Chanderagore ..... dep.	8 15	8 54	3 42	3 28	3 28	9 6 0	4 11 0	1 9 0	1 9 0	1 9 0	1 9 0
80	106	Bidabutti ..... dep.	8 33	...	3 59	...	...	9 12 0	4 14 0	1 10 0	1 10 0	1 10 0	1 10 0
83	109	Serampore ..... dep.	8 44	9 7	4 10	3 46	3 46	10 2 0	5 1 0	1 11 0	1 11 0	1 11 0	1 11 0
87	112½	Connagar ..... dep.	8 58	...	4 22	...	...	10 8 0	5 4 0	1 12 0	1 12 0	1 12 0	1 12 0
89	115	Bally ..... dep.	9 8	...	4 34	4 0	4 10	11 0 0	5 6 1	1 12 6	1 12 6	1 12 6	1 12 6
95	121	Howrah ..... dep.	9 30	9 51	4 59	4 15	4 15	11 4 0	5 10 0	1 14 0	1 14 0	1 14 0	1 14 0
96	122	CALCUTTA ..... arr.	9 40	10 0	5 9	...	...	11 5 6	5 10 9	1 14 3	1 14 3	1 14 3	1 14 3

Passengers to insure being booked, should be at the Station where they intend to join a Train, at least ten minutes before the time stated in the Table.

\* Open from the rivers Adjal and Cynthes, 24 miles.

† Open to Rajmahal, via Rampoor, 262 miles from Calcutta.

## ABSTRACT OF THE RYE LAWS.

1. No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his Fare.

2. Passengers must show their Tickets to the Guard when required, and deliver them up to the persons authorised to receive them, before leaving the station.

3. Passengers not producing or delivering up their Tickets, will be required to pay the Fare from the place whence the Train originally started.

4. Passengers at the Road Stations will only be booked conditionally upon their being room in the Carriages.

5. Every person attempting to defraud the Company by, in any manner, endeavouring to evade the payment of his full Fare, is liable to a penalty of Fifty Rupees.

6. Any person attempting to get into or upon, or to quit any Carriage after the Train has been put in motion, is liable to a penalty of Twenty Rupees.

7. Any person smoking in a Carriage or Station, is liable to a penalty of Twenty Rupees; and if after being warned any person shall persist in smoking, he will be liable, in addition to the penalty of Twenty Rupees, to removal from the premises, and to the forfeiture of his Fare.

8. Any person found intoxicated, committing a nuisance, or wilfully interfering with the comfort of other Passengers, or obstructing any Officer of the Company, in the discharge of his duty, is liable to a penalty of Twenty Rupees, removal from the premises, and forfeits his Fare.

9. Any Passenger wilfully damaging, or removing any Lamp, Number Plate, or any part of any Carriage, Wagon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees.

10. No person, unless duly authorised, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees.

11. No Male person shall enter a Carriage or Waiting Room reserved for Females, under a penalty of One Hundred Rupees.

12. Trespassers on any part of the Railway subject to heavy penalties.

## RULES.

**Fees.**—No gratuities allowed.

**PASSENGERS' LUGGAGE.**—The Company will not be responsible for the safety of Luggage not booked and paid for, and all Luggage, except such as a small Carpet Bag or other article containing persona. Baggage, which will not occupy more space than that under the seat of the Carriage taken by the owner of such article, to be charged at the rate of one anna per Maund for every 3 miles, as per Table on the back of the receipt, which will be given on payment of the same.

Trains do not yet run on Sundays. Notice of extra Trains, and alterations duly advertised.

**PARCELS**, not considered as Goods, are conveyed from one Station to another at the following rates, viz.: not exceeding 5 seers, charged 8 annas each, and all above 5 seers, and not exceeding 25 seers, 16 annas each. Delivery of Parcels not undertaken.

**GOODS.**—Goods forwarded the morning of the day following that on which they were received; if intended to be forwarded the same day, they will be charged at the rate of Passenger's Luggage.

**HORSES, CARRIAGES, and PALANQUINS** are now conveyed by Railway, to and from the principal Stations, and must be at the Stations for loading one hour before the departure of the Train. For rates, &c, inquire at the Stations.

Doos will be conveyed in the Guard's Van at the published rates, to be provided by the owner with collars, chains, and muzzles.

**REFRESHMENT ROOMS** are opened at the principal Stations, where the public can be provided with refreshments at fixed rates of charges, viz.:—Bed, 1 Rupee; Board and Lodging, 3 Rupees per day; Supper, 1 Rupee; Ditto, hot, 1½ Rupee; Breakfast 1 Rupee; Tiffin, hot, 1½; Ditto cold, ¾ Rupee; Ditto, sent out 1½ Rupee; Allsop's Pale Ale, per quart bottle, ¾ Rupee; Ditto, per pint bottle, 6 Annas; Ditto, C. Beer, per quart bottle, ¾ Rupee; Ditto, per pint bottle, 6 Annas; Bass's ditto per pint bottle, 6 Annas; Porter, per quart bottle, ¾ Rupee; Ditto per pint bottle, 6 Annas; Ditto, London bottled, per quart bottle, ¾ Rupee; Sherry, per quart bottle, 2 to 3 Rupees; Ditto, per pint bottle, 1 to 1½ Rupee; Port, per quart bottle, 2 to 3½ Rupees; Castillon Brandy, per quart bottle, 2½ Rupees; Ditto per glass, ¾ Rupee; Ditto, with Soda

Water, ¾ Rupee; Ditto with Lemonade, ¾ Rupee. Soda Water, per bottle, 4 Annas; Lemonade Water, per bottle, 4 Annas.

The times shown on this Table are those at which the Trains may be expected to arrive at and depart from the various Stations; but the company do not guarantee those times being kept under all circumstances.

Passengers cannot be re-booked at the intermediate Stations by the same Train in which they are travelling, and tickets are only available for the Train for which they are issued.

**DOUBLE JOURNEY TICKETS** are available only for the day on which they are issued.

**CHILDREN** under 12 months of age travel free, and Children under 8 years of age are charged half fare.

It is requested that any incivility or want of attention on the part of the Company's servants, or any other complaint that the public may have to make, may be reported to Mr. D. M. ROOPE, the Traffic Manager, at his Office. Leaving Calcutta per Railway Company's Steam Ferry Boat, we proceed to the

## = † HOWRAH STATION

### REFRESHMENT ROOM,

Which is situated opposite to Chuttanutt, where the English established themselves in 1687, and in 1690 settled on the side opposite to the railway terminus. There in 1727 the shipping increased to 16,000 tons. Here is the Custom House (on the site of the Old Fort William), through which merchandise of the value of 20 millions of pounds sterling passes annually. Higher up is the Mint, established in 1829, at a cost of about £3,000. Above is the scorching Ghaut and the house of Chitpore, near which is an old temple, where the greater number of sacrifices used to be immolated in this Presidency, before it was under the British Government. Then appears the Church and the old Artillery ground. This town is rapidly rising, and bids fair to rival even Calcutta. We then pass Sulkea, which has been justly designated the Southwark of Calcutta. Also

## = BALLY,

With its iron bridge and piers of masonry, which is supported on 2,000 piles, at a cost of £6,500. Here is a ferry, which at one time yielded an annual profit of £300. To the right are the Sugar Works, Rum Distillery, depot for Railway Materials, and Suspension Bridge, the latter constructed by Colonel Goodwyn. This place contains several thousands

of Brahmins. At the tenth mile, the beautiful Capuarnia trees of Titighur are seen. Pass on to

### — CONNAGHUR,

Which is remarkable for being extremely populous.

### —†SERAMPORE,

Which belonged to the Danes from 1755 to 1845 (90 years), when it was purchased from them for £120,000. In 1805 the church was erected, at a cost of £185. A Baptist mission was established here by Messrs. Carey, Ward, and Marshman (all of whom are buried here), it has circulated upwards of 100,000 copies of the Scriptures in sixteen different native languages. The College is a noble edifice, built at a cost of £15,000. Its roof and staircase are of iron. The Library contains 6,000 volumes of valuable works. The Botanical Gardens cover six acres. Here are Steam Paper Mills, Silk Manufactories, and a handsome Roman Catholic Chapel and Convent, and opposite on the other side is the Menagerie, Telegraph Station, and noble Park of Barrackpore. Both the Hotels are good, and the tariff is 4 Rupees per diem, or £2 (Rupees 20) per week.

Then Budeebaty is passed, celebrated as the seat of Native Doctors, and the surrounding country supplies Calcutta with vegetables. We now pass the Pulta Ghaut, close to the French territory, and reach Ghytetty, which is celebrated for its French Gardens and the magnificent seat of the Governor of Chandernagore; where there is a saloon 36 feet high, in which Lord Clive, Warren Hastings, and Sir William Jones were entertained with theatrical representations. Thence to

### BHUDESKUR,

Which is a large commercial town lying between the railway and the river, celebrated as being the depôt and entrepôt of grain; here is an image to which in May the Hindoo women offer 100,000 Bilon leaves. And we soon reach

### —†CHANDERNAGORE.

Here is a refreshment room.

The French settlement, which extends 2 miles along the bank of the river, and 1½ mile inland. The railway station lies just beyond the French boundary. The mound and ditch, the only remains of its formidable fortifications, are to the north. Here are two good hotels. Tariff, the same as at Serampore. The old ruined Fort is situated 30 yards west of the river. The Burial Ground lies to the north. The Church built by the Italian Missionaries is on the

banks of the river. In 1740, there were 4,000 brick houses here, and then Calcutta was only a cluster of mud huts. It surrendered to Admiral Watson on the 23rd March, 1757, after an obstinate resistance.

### BIDERRA (*Bidabutti*).

The site of a battle in 1760, between the English and Dutch, in which the former were victorious. Also

### CHINSURA,

Two miles south of Hooghly, which was ceded to the English by the Dutch, in exchange for Sumatra, in 1828, after they had held it 150 years; here was a strong fort in 1687. The Church was built in 1768, at the Dutch Governor's sole expense; just beyond is the Hooghly College, founded by the French General Perron, who acquired a large fortune during the Mahratta war; it contains 600 pupils, and has a revenue of £5,000 per annum, left by a Mussulman; near it is the Scotch Church. The Hotel lies north of the College. Tariff, 5 Rupees, or 10s. per diem. The Barracks occupy the site of a fine Dutch Fort, which was pulled down in 1827. To the north of them lies the Armenian Church, and near it is the Dutch burial ground. We then arrive at the Telegraph Station of

### —†HOOGHLY,

Which under Mahomedan rule was the great port of West Bengal. In 1540, the Portuguese erected a fort, which stood on the site of the collector's cutchery opposite to which is the old church of Bandel, built in 1599—its steeple is seen from the line, and is celebrated for the festival of Novenna, held in November. Two miles south of the church lies the Iwambarra, a Mussulman edifice, which, on account of its magnificent interior, is well worth a visit. In 1640, the English established factories here for the purchase of saltpetre, and here the English chief and council (Job Charnock), the founder of Calcutta resided. In 1686, a battle was fought here, between the English and Moslem troops, the former being victorious. In 1742, it was sacked by the Portuguese. In 1757, it became the granary of Bengal. In 1768, it was cannonaded by the English. We then pass the

### SATGAN BRIDGE,

Which, with its brick piers and superstructure, has a bold and striking appearance; it cost £2,500. Three centuries ago, the small stream over which it is placed was navigable for vessels of large burden, and then this miserable village was a noble city, defended by a fort, the ruins of which are near the

**Trunk Road Bridge.** Close to them are the remains of an old mosque, and in the grounds are to be seen some fine tombs of distinguished Moslem officers, who fell in the battle of Pundooah. Here, in the last century, the Dutch had their gardens (country seats), to which they walked out to dinner in the heat of the day. In 1566 it was a large trading city, and is undoubtedly the "emporium" alluded to by Pliny. Here the Romans are said to have traded. The river has silted up, and masts of a ship have been found in its bed, near Satgam. We then reach

### THE TRUNK ROAD.

Which is a scene of immense traffic. 73,000 foot passengers, 49,000 loaded bullock hackories, 18,000 empty returning hackories, 65,000 loaded bullocks, and 400 Government dawks, pass annually between this place and Burdwan. Amount of salt brought down annually, averages 13,000 tons. Thence proceed to

### MUGGRA (*Mugra*).

With its iron bridge, over a stream, through which the Damada (flowing westerly for 20 miles) a century ago forced its passage to the Hooghly river, at Nya Serac, the channel of which is choked up with sand. It now enters the Hooghly near Diamond Harbour, where there is a Telegraph Station, and forms that terror of nautical men, called "the James and Mary." The Calcutta builders use the sand of the old bed. The train soon reaches

### PUNDOOAH, OR PERUA.

Here is a tower on the right, encrusted with the hoar of centuries, and to which many historic reminiscences are attached. It is 120 feet high, and lies 6 miles from the station; the view from its top is magnificent, as it embraces the whole of the country as far as Hooghly. The pilgrims who flock here in the month of January call the iron rod at its summit, "Shah Sufi's Walking Stick." Opposite is that Mussulman leader's tomb, who was finally overthrown at this place. In 1200, it was a royal city, well fortified, with a wall and deep trench 5 miles in circumference, the remains of which are visible round the town. The line is on a portion of its site, and near the station is a large Moslem burial ground, out of which, when constructing the line, an immense number of skulls were dug up. The village contains a population of 3,000, noted as being Dacoties, or Thugs. Here the cultivation and growth of cocoa nut trees cease, as they require sea air. This place was also the site of "the Battle of the Cow," in

1340, at which period it was strongly fortified, and the residence of a Rajah, the origin of which conflict was that "The Mogul translator of Persian at the court of the Hindoo Rajah of Pundooah, killed a cow at the birth of his child, and buried the bones, so as not to offend the people; but the jackalls dug them up, and then the populacrose up in arms, and required the slayer of that animal to be given up to them. The Rajah's child was seized by the mob and slain. That prince being appealed to by the Mogul, would not give any redress, and the above-named battle ensued in consequence, which ended in the defeat of the Hindoos, after sixty of their monarchs had been slain." About 200 yards from the west of the line is a tank, which was considered sacred, as it possessed the virtue of restoring life to the soldiers who were killed in battle—hence the native's idea that Pundooah was impregnable, until the Moslems cast a piece of a cow into it, which destroyed the virtue of its water. The tower was erected in commemoration of this battle. Near it is a noble mosque, about 200 feet long, containing sixty domes, which reverberate sound like the whispering gallery in St. Paul's Cathedral, in London; and in it is a platform, on which Shah Sufi was accustomed to sit. A little to the west, on the left, lies the noble Tank Pir-pukur, forty feet deep, which is remarkably picturesque, with its reined inambaries and tombs, probably those of Mussulman chiefs who fell in the Battle of the Cow, having several monuments to Moslem saints around them. Here a Fakir lives, whose call a tame alligator in the tank obeys, and comes immediately to the surface. Close by is the Shimabasan Tank, frequented by barren women, who dip sweetmeats ("Patali") into the water, and believe that if the same boat back to them, they will bear a son. Thence proceed to

### = BOINCHI (*Boinshee*).

At this place the Grand Trunk Road is again crossed, and the Burdwan Zillah (Garden of India) is entered, which contains a population as teeming as that of the Celestial Empire. After passing this place, the Trunk Road is metalled with kankar, and it is curious to see the men beating it down, mixed with water, by means of wooden mallets, which form it into a surface as smooth as plaster, and as hard as granite rock.

### MEMAREE (*Mymaree*).

Which is close to the Grand Trunk Road, and near the Dawk Bungalow. A few miles beyond, the Din-

nooda river is approached, the embankments of which frequently burst, and cause great damage and destruction of life. This stream, which flows nearly parallel to the line on the left, as far as Raneegunge, takes its rise in the Ramghur Hills, drains about 7,200 square miles of country, and an immense quantity of water falls into it in the rains. We then approach

### —† BURDWAN.

#### REFRESHMENT ROOMS.

It is remarkable for the magnificent landscape about it. Close by is the noble brick viaduct of 280 arches, constructed at a cost of £20,000. On the left can be seen the steeple of the pretty church erected by the late Rev. J. Weitbrecht, at a cost of £1,000, raised by private individuals. Here is a mission, and schools for native children. The fine avenue of trees which line the Trunk Road is a beautiful object. About a mile to the left lies the "Sea of White Sand," called Dinmooda. An iron bridge over the Bankha is passed, which river rises 25 feet high in the monsoon. Pass the Cutchery on the right, and then Koosumpore ("Flowerly City," as Burdwan is called in the Hindoo books) is reached. This place was besieged by the Moslems in 1621. Here in 1695, the rebellion of the Zemindar took place; he slew the Rajah, and captured the city of Hooghly, which caused the English to build the old fort of Calcutta. In 1695, the British had a lease given them of the ground on which Calcutta stands, and in the same year, at the palace of Burdwan, the Rajah's daughter stabbed herself rather than yield up her virtue to the Zemindar. The Rajah's palace is a mile from the station—its interior is most superbly fitted up in European style. He is the wealthiest land proprietor in the country; his estates are not less than 70 miles in length and 50 in breadth, and he pays to the Indian Government £400,000 per annum. His gardens are beautifully arranged, and the menagerie is kept up at a monthly expenditure of £800. His father, the old Rajah, was one of the greatest Indian misers on record. The Rajah's Garden House, with its tank, labyrinth, and beautiful pictures, are well worth a visit. Here is a tank opposite the church, remarkable for having been the place into which the "Thugs" flung the dead bodies of their victims. This station is remarkably healthy, and 95 feet above the level of the sea. The railway station is a handsome and com-

modious building. On the left are the encamping grounds of the troops, Dawk Bungalow, having capital accommodation, and Jail; and about a mile distant, can be seen the 108 Temples of Siva, all built by the late Rajah of Burdwan. At the tenth mile the Raneegunge line branches off by Rajmahal to the N.W. Provinces. The main line crosses the Adji river, a short distance from Ellmbuzur, a place of considerable trade, and which possesses this advantage, viz.:—That large boats can come from the Hooghly by way of Cutwa in the monsoon. The views in Birbhoom, the beautiful wild scenery of the Rajmahal, the remains of Goar (the Nineveh of Bengal, and the Paradise of the countries of Akbar), which at one time contained 2,000,000 inhabitants, and was enclosed by a wall 20 miles in circumference and 60 feet high, the cascade of Mooteejhursna and rocks of Jangra are all objects of especial interest. In a word, the railway has brought and will bring to light many remains of antiquity in this and other districts. Thence the main line proceeds to *Gooskhara* (11 miles) and *Boddiah* (8 miles), the total distance opened, viz., 96 miles from Calcutta.

About fifteen miles to the right lies the

### BIRBHOOM ZILLAH,

A rich mineral district, and formerly the largest Mahomedan Zemindary in Bengal.

#### LAKRAKUND

Has a thermal spring. The Judge of Death ("Yam") is worshipped in this district, and the Santals, an aboriginal race (whose sudden and desperate insurrection, caused in 1855 and 1856 such loss of life and property) swarm in this Zillah. Here is the famous shrine of Vuidunath; its temple, which was built three centuries ago, is a mile in circumference, and its Mela "Fair" held in March is very well attended. Thence proceeding by the *Raneegunge* branch line, we pass

#### MANCOR,

Which is celebrated for its sugar, and contains a population of 5,600 inhabitants. Here bears swarm in the immediate jungle. Close to it is

#### BANS KOPE,

Remarkable for the great undulations of the soil, which is sterile, the grass stunted, and the cultivation chiefly in the hollows.

#### CAKSA

Is next approached, and from which can be seen

**CHUTUA,**

About 1,000 feet high, which place has the advantage of a dry and exhilarating air. As the iron king advances,

**THE TUMULA CUTTING**

Is seen, a magnificent work, and the scenery from the bridge is truly grand. On the right lies the forest swarming with bears, which reaches as far as Rajmahal, and on the left is seen the Dummla river with its white sandy banks. The cutting is one mile long and 36 feet deep. The bridge thrown over the road is of one span of 80 feet of brickwork, and was completed in a month. The scenery is really beautiful in this neighbourhood. Thence over the Tumula Viaduct, which consists of seventeen openings, 20 feet each, and took eight months to erect. We then reach

**KYRASOLE,**

At which place the coal formation begins, and continues as far as Bagsama, but the soil is barren. Pass on to

**—SINGARIM,****BRANCH LINE TO CHOKUDANGAH,**

Which is remarkable for the formidable massy embankments which have been erected to keep out the Dinnooda waters. Near here are the remains of a petrified forest, similar to that in the vicinity of Cairo in Egypt. After leaving this place, the scenery, as Raneegunge is approached, becomes remarkably fine. The hollows are chiefly cultivated, and quantities of iron have been found. We then approach

**—†RANEEGUNGE.****REFRESHMENT ROOMS.**

The terminus is commodious, and being the station of the Government Wagon Trains, the North Western Dawk, and Inland Transit Companies, it will shortly claim some slight pretensions to justify the native title of "Chota (little) Calcutta." A large hotel is in course of erection. About 81,000 tons of coal annually go to Calcutta, distance by road 200 miles, the cost of transit being about 3½ annas per maund. The hills of Chutna, Baharinath, and Puchete are seen to advantage from this place. The traveller can proceed to

**BAHARINATH**

in a palanquin, distant about 12 miles; it is 1,200 feet high, and its vicinity swarms with bears.

The coal mines at Raneegunge employ 1,600 men and women, chiefly of the aboriginal tribe called Beauri. The mines are descended by 140 steps to a descent of 130 feet. There are 25 shafts, and the traveller can proceed three miles, by torch light,

through the mine. The mines extend under the bed of the Dinnooda, and were accidentally discovered in 1820 by Mr. Jones, who erected Bishop's College, Calcutta. Bears no longer swarm in this neighbourhood, as the jungle has been cut down, but the fertility of the soil has departed with them. A line of rail is about being made to join that of the railway, which is now progressing, but the Santal insurrection has retarded its progress.

**RAILWAYS.**—Burdwan to North side of the More, constructed, and will be opened shortly, 45 miles.

North Side of the More, to the river

Adjal, and will be opened shortly 21 "

Branch to Rajmahal..... 134 "

Thence to Colgong,

Luckerserra ..... 80 " }

Phoolwarree ..... 80 " }

Kurmnassa River ..... 80 " }

Mogulseria ..... 50 " }

Benares to Allahabad ..... 95 " }

Allahabad to Cawnpore ..... 152 " open.

Colgong to Bhagulpore ..... — " open.

Etawah ..... 98 " }

Agra ..... 66 " }

Delhi ..... 91½ " }

In progress.  
rapidly progressing.

**ANDAMAN ISLANDS.—(Nicobar.)**

Situated in the Bay of Bengal opposite the Tenasserim Coast, lat. 6° 40' and 9° 20' N., long., 93° 3' and 94° 13', 140 miles long and 20 broad.

**DIVISIONS.**—The Great Andaman, the Little Andaman (28 miles long and 17 broad), the Centre Andaman (Interview Island) divided by two narrow straits.

**PRODUCTIONS.**—Bamboo, Edible Birds' Nests, Ebony, Damoner Red Woods.

**POPULATION** are a degenerate Negro or Malay race with woolly hair, flat noses, thick lips, small red eyes, and dull black skins, 5 feet high, with large heads, high shoulders, corpulent bodies, but slender limbs.

**COSTUME** is nature bedaubed with a mud coating (to protect themselves from the insects), and their heads and faces painted with red ochre.

**MANNERS, &c.**—They are savage and totally averse to all intercourse with strangers. Well armed with wooden spears and bows, which they use dextrously.

**LANGUAGE** quite different from that of any spoken in India.

**RELIGION.**—They do not appear to possess any distinct ideas of such, but adore the Sun and some

spirits whom they suppose command the woods, rivers, and mountains.

The scenery is extremely beautiful, and the climate salubrious.

#### **HISTORICAL REMINISCENCES.**

1756.—The Danes formed a settlement here.

1768.—The Danes abandoned the same.

1840.—The inhabitants seized the whaler "Pilot" of London. A British Man of War visited it to demand reparation; they then found several articles belonging to various English craft that had been missing from the China seas.

1848.—The Danes abandoned all claim to the sovereignty. The chiefs then hoisted the British Flag, but that government did not think proper to recognise such proceedings.

1852.—Captain Dicy, of the Hon. East India Company's Steamer "Tenasserim," visited them to inquire after two vessels missing from Chittagong, when he discovered that they had been plundered and destroyed, and the crews murdered.

1857. November 23rd.—The Hon. East India Company's Steamer "Pluto" took a deputation, consisting of Dr. Monat, Bengal Army, Dr. Playfair, and Lieutenant Heathcote to select a site for the penal settlement. They had several encounters with the natives, but at length succeeded in entering into friendly intercourse with them.

1860.—Dr. Gamack shot in the shoulder with an arrow; the natives will not be conciliated.

These islands—selected in the first instance as a penal settlement for mutineers, deserters, and rebels concerned in the Indian mutiny—are destined eventually to receive all or chief part of the convicts in India who may be sentenced to transportation. Those already sent to the islands were in the first instance set to clear Chatham Island, by removing the brushwood and roots and other matter which encumber the ground—a work which will occupy considerable time, owing to the density of the jungle; and the superintendent of Port Blair says that he was prepared to receive 10,000 convicts during the last year. One of the Indian mutineers shortly after his arrival endeavoured to excite his fellow prisoners to mutiny, and was tried, convicted, and executed. On one occasion eleven of the convicts escaped on a raft, at another time twenty-one. One of the latter number delivered himself up to the authorities, and the report states that he was in a debilitated state from want of food and water,

and covered with vermin, that infested even his ears, and eyelids, adhering so firmly that he could not remove them. He stated that, having along with others been duped by a fellow prisoner, who pretended to have held communication with one of the aborigines, who promised assistance on the part of a rajah, they escaped, and after traversing the South Andaman by the sea shore for a long period, they were attacked by about a hundred savages, one of whose arrows inflicted a mortal wound on the convict leader. His account of the privations which he endured in effecting his escape from the savages had a good effect upon the convicts, none of whom have since tried to escape. The convicts are formed into gangs or sections of twenty-five, four of which constitute a division, under a convict division gangman. Each convict receives a fair day's wages for a fair day's labour, out of which he has to supply himself with food, clothing, cooking utensils, and working implements, the Government alone providing medicine and medical comforts. The convicts are permitted to send for their families, and to the convicts whose families may join permission is given to reclaim and cultivate land free of rent during their own and their wife's lifetime, pecuniary assistance being given them by the Government, according to the extent of land taken, and the number of the family. The stores required for the establishment are, at present, of course, all imported from Madras or Calcutta. The reports of the medical officers state that of 773 convicts who had arrived up to the 16th June, 1858, there had occurred 64 deaths in hospitals; that 140 had escaped uncaptured, or had committed suicide; and 87 had been executed; leaving 481 only of the number. The first batch of convicts arrived on the 10th March, 1858, so that it would appear that in three months the losses from all cause, had amounted to 292. There were in addition to these 72 sick in the hospitals. The medical officer adds that "considering that many of the convicts received were in a sickly and weakly state when received, that the season is unhealthy, and the nature of the work on which the convicts are employed is severe to men unaccustomed to it, and that the clearance of dense jungle in all parts of the world is necessarily unhealthy, I do not think that the amount of sickness and mortality, though great, is greater than might be expected."



# RATES OF PASSAGE MONEY, &c., BY THE INDIA GENERAL STEAM NAVIGATION CO.'S STEAMERS.

## RATES OF UPWARD PASSAGE MONEY.

	Allahabad			Mirzapore			Benares			Ghazepore			Dinapore			Monghyr			Bhaugulpore			Rajmahal		
	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck
From Mirzapore .....	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6	Rs 20	15	6
" Benares .....	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8
" Ghazepore .....	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12	Rs 50	40	12
" Dinapore .....	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18	Rs 70	55	18
" Monghyr .....	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24	Rs 95	80	24
" Bhaugulpore .....	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30	Rs 115	95	30
" Rajmahal .....	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40	Rs 160	130	40
" Calcutta .....	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25	Rs 200	165	25

Example for this Table.—To find the rate of 1st Class Cabin from Bhaugulpore to Benares, in the line of the word Bhaugulpore,

and under the word Benares, 1st Class Cabin is 85 R

## DOWNWARD PASSAGE

	Calcutta			Rajmahal			Bhaugulpore			Monghyr			Dinapore			Ghazepore			Benares			Mirzapore		
	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck	1st Cla Cabin	2nd Cla Cabin	1st Cla Deck
From Rajmahal .....	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8	Rs 30	25	8
" Bhaugulpore .....	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16	Rs 60	50	16
" Monghyr .....	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18	Rs 75	60	18
" Dinapore .....	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24	Rs 90	75	24
" Ghazepore .....	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26	Rs 100	85	26
" Benares .....	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32	Rs 115	95	32
" Mirzapore .....	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34	Rs 125	100	34
" Allahabad .....	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36	Rs 135	110	36

**Agents at the Stations where the Company Land Goods and Passengers:—**

Calcutta, Capt. J. F. Stace, Secretary; Allahabad, J. E. Bell, Esq.; Mirzapore, Pelletreau and Co.; Benares, T. Palmer, Esq.; Ghazepore, Mackenzie Hall and Co.; Buxar, —, Dinapore, F. Smyth, Esq.; Monghyr, M. Dear, Esq.; Bhaugulpore, J. H. Davies, Esq.; Rajmahal, C. Peroux, Esq.; Rampore, Bolia, S. Nation, Esq.;—Commercolly, Kulneah, Berhampore, Cutwa.

Second person in a cabin one-third of that cabin's passage money.

Children above 2 and under 12 years of age, 2nd class deck passengers.

Ditto above 12 years as adult passengers.

1st and 2nd class cabins are entitled to one servant free.

Second person in either cabin can take a servant by paying half-price of a 2nd class deck passage.

Baggage allowed—1st class cabin, 20 feet, or 12 mds; 2nd class cabin, 20 feet, or 12 mds; second person in either cabin, 14 feet, or 8 mds.; 1st class deck, one and a half md.; 2nd class deck, one md.

Cabins engaged for Passengers below Dinapore are charged at the Dinapore Rate, Cabins not engaged, at the rate to each Station.

**DIET MONEY.**

Cabin and deck passengers....	Co.'s Rs. 3	0	pr day
Children at the table .....	"	3	0 "
Ditto not at the table .....	"	1	0 "
Christians, and 2nd class deck passengers .....	"	1	0 "
Mussulmen .....	"	0	8 "

Spirits, wines, beer, &c., are charged extra; but parties using their own wines are charged 3 annas for each cork. All monies for passage, mess, freight, &c., to be paid in advance, and the company reserve to themselves the option of returning money to those parties, who, after engaging a cabin, do not proceed in the vessel, nor are they responsible for any baggage not shipped as freight.

Dogs not allowed on board the steamers.

**FREIGHT OF TREASURE TO**

Commercolly	Monghyr.	Dinapore.	Ghazepore	Benares	Mirzapore.	Allahabad.	
As.	As.	As.	As.	As.	As.	As.	Per Cent.
4	5	6	7	8	10	12	
Carriage, large, each.....	Co.'s	Ra.	104	0	0		
Ditto, small.....	"	"	84	0	0		
Buggy .....	"	"	42	0	0		
Pair of Axes.....	"	"	3	0	0		
Shaft, each .....	"	"	1	8	0		
Pair of Wheels .....	"	"	5	0	0		
Palanquin .....	"	"	20	0	0		
Tonjohn .....	"	"	14	0	0		
Horses and Grooms .....	"	"	64	0	0		
Shipper to find food, and fit up the Stall .....							
Sheep, Dogs, Goats, &c., each .....	"	"	12	0	0		
Billiard Table complete .....	"	"	104	0	0		

**RATES OF FREIGHT BY THE INDIA GENERAL STEAM NAVIGATION COMPANY'S STEAMERS.**

DESCRIPTION OF GOODS.		From Calcutta to all Stations above Monghyr.				From Calcutta above Bhaugulpore to Monghyr.				From Calcutta to Bhaugulpore and below.			
		Rainy Season.		Dry Season.		Rainy Season.		Dry Season.		Rainy Season.		Dry Season.	
		R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
		R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
Packages of all descriptions above } 35lbs. to the cubic foot .....	per maund of 80lbs.	2	0	0	2	0	0	2	0	0	2	0	0
Ditto below 35lbs. to the cubic foot.....	per foot	1	0	0	0	14	0	0	14	0	0	11	0
Ditto of less than 35lbs. or 1 cubic foot .....	each	1	8	0	1	8	0	1	8	0	1	8	0
Metals unmanufactured .....	md. 80lbs.	1	12	0	1	12	0	1	12	0	1	12	0
Ditto manufactured .....		2	0	0	2	0	0	2	0	0	2	0	0
Spices .....	per lb.	0	0	7	0	0	7	0	0	7	0	0	7
Spirits, wines, oil, vinegar, in doz. cases	per case	1	8	0	1	8	0	1	8	0	1	8	0
Gin cases of 15 squares .....	"	2	0	0	2	0	0	2	0	0	2	0	0
Champagne cases of 1 dozen .....	"	2	0	0	2	0	0	2	0	0	2	0	0
Beer in 6 dozen cases .....	"	6	0	0	6	0	0	6	0	0	6	0	0
Ditto in small cases .....	per dozen	1	6	0	1	6	0	1	6	0	1	6	0
Ditto in hogsheads, uncased .....	each	16	0	16	0	16	0	16	0	16	0	16	0
Ditto in half .....	"	8	0	8	0	8	0	8	0	8	0	8	0
Rum in hogsheads, uncased .....	"	16	0	16	0	16	0	16	0	16	0	16	0
Ditto in half ditto .....	"	8	0	8	0	8	0	8	0	8	0	8	0
Brandy or wine in hogsheads, uncased	"	18	0	18	0	18	0	18	0	18	0	18	0
Ditto half ditto .....	"	10	0	10	0	10	0	10	0	10	0	10	0
Ditto quarter ditto .....	"	6	0	6	0	6	0	6	0	6	0	6	0
Spirits or wines in butts or pipes, uncased	"	32	0	32	0	32	0	32	0	32	0	32	0
Puncheons of wine .....	"	20	0	20	0	20	0	20	0	20	0	20	0
Bales of twist.....	"	18	0	18	0	18	0	18	0	18	0	18	0
All Spirits, Wine or Beer, in cased Pipes charged, Extra.....													
Ditto												Co.'s Rs.	4 0 0
												"	2 0 0

# RATES OF UPWARD INTERMEDIATE FREIGHT.

MONGHYR TO	DINAPORE.			GHAZEEPORE.			BENARES.			MIRZAPORE.			ALLAHABAD.		
	per foot.	pr. maund		per foot.	pr. maund		per foot.	pr. maund		per foot.	pr. maund		per foot.	pr. maund	
Dinapore ...	0 1 6	0 4 4	0	0 3 0	0 8 0	0	0 4 6	0 12 0	0	0 6 0	1 0 0	0	0 7 6	1 4 0	0
Ghazee pore ..	...	...	...	0 1 6	0 4 0	0	0 3 0	0 8 0	0	0 4 6	0 12 0	0	0 6 0	1 0 0	0
Benares.....	...	...	...	...	...	...	0 1 6	0 4 0	0	0 3 0	0 8 0	0	0 4 6	0 12 0	0
Mirzapore ....	...	...	...	...	...	...	...	...	...	0 1 6	0 4 0	0	0 3 0	0 8 0	0
Allahabad ....	...	...	...	...	...	...	...	...	...	...	...	...	0 1 6	0 4 0	0

## DOWNWARD TO CALCUTTA.

	Indigo Per Chest.	Cotton per bale on deck.	Cotton bale under hatch.	Measure- ment g. ods per foot.	Weight goods of cbls.	Cow hides per bale of 20, deck.	Buffalo hides per bale.
From Allahabad.....	5 0 0	5 0 0	7 0 0	0 8 0	0 12 0	1 12 0	3 8 0
" Mirzapore.....	5 0 0	5 0 0	7 0 0	0 8 0	0 11 0	1 12 0	3 8 0
" Benares.....	5 0 0	5 0 0	7 0 0	0 8 0	0 10 0	1 12 0	3 8 0
" Ghazee pore ..	5 0 0	5 0 0	7 0 0	0 8 0	0 10 0	1 12 0	3 8 0
" Dinapore .....	4 0 0	5 0 0	7 0 0	0 6 0	0 9 0	1 12 0	3 8 0
" Monghyr .....	4 0 0	5 0 0	7 0 0	0 6 0	0 8 0	1 12 0	3 8 0
" Bhagulpore ..	4 0 0	5 0 0	7 0 0	0 6 0	0 7 0	1 12 0	3 8 0
" Rajmahal .....	4 0 0	5 0 0	7 0 0	0 6 0	0 6 0	1 12 0	3 8 0

Intermediate Freight 2 Annas per maund, or 1½ Annas per foot, from station to station. Freight reserved for any lower stations, to pay the Mirzapore rates of freight.

The Company is not responsible for any loss or damage that may occur to goods on board its Steamers or Flats, or in its possession, from any cause whatever.

No goods will be delivered unless on production of Bills of Lading. Landing and Shipping charges, 2 Annas each package.

## STEAMERS ON THE GANGES.

This statement exhibits the distances of the Steam Stations respectively, the rates of passage to each class of cabins, if not reserved, otherwise two-third the whole distance, and the amount of table deposit for one person, exclusive of a servant, which for a native is charged 2 Annas per day, and for each extra servant at the rate of ½ Anna per mile, exclusive of diet, which is charged separately:—

STATIONS.	Miles Dis- tance.	1st Class Cabin at 6 Annas per mile.	2nd Class Cabin at 5 Annas per mile.	3rd Class Cabin at 4 Annas per mile.	Amount of Table.	Diet for a Ser- vant.	No. of Days Estimated.	An Extra Servant ½ Anna per mile.
From Calcutta to Berham- pore, or Rajmahal, or Com- mercolly .....	175	£5 10	54 11	43 12	18 0	0 12	6 5	7-6
Do. to Bhagulpore or Colgong	350	131 4	109 6	87 8	36 0	1 8	12 10	15
Ditto to Monghyr .....	435	163 2	135 15	108 12	42 0	1 12	14 13	9-6
Ditto to Dinapore or Patna ..	555	200 10	167 3	133 12	51 0	2 2	17 16	11-6
Ditto to Ghazee pore, Revel- gunge, Buxar, Chupra ..	610	228 12	190 10	152 8	60 0	2 8	20 19	1
Ditto to Benares .....	685	256 14	214 1	171 4	66 0	2 12	22 21	6-6
Ditto to Mirzapore or Chunar	730	273 12	228 2	182 8	69 0	2 14	23 22	13
Ditto to Allahabad .....	800	300 0	250 0	201 0	75 0	3 2	25 25	0

When two persons occupy a private cabin, full deck passage for one person will be charged in excess of the cabin-hire. The officer whose cabin is so occupied to pay the deck passage of the second person.

Deck passengers claiming to mess with the commander when government cabins are available, will be charged 4 Rupees per diem for their passage (but in no case to exceed the estimated number of days to each station), exclusive of 3 Rupees per diem for mess. When government cabins are not available, deck passengers may mess with the commander by paying the usual rate of ½ Anna per mile, and 3 Rupees per diem for mess.

Deck passengers providing their own food will be charged ½ Anna per mile.

Freight on all packages, excepting treasure laden in Calcutta, or for which tonnage is reserved in Calcutta, and which does not exceed in weight 35lbs. or 17½ seers per cubic foot, will be charged by the cubic foot.

Goods conveyed upwards from Calcutta are charged at the following rates:—

	Rs.	As.	As.	Pie.
To Bhagulpore... 0 12 per ft.	0	10	10	per Seer.
" Dinapore .... 1 0	1	0	1	0
" Allahabad .... 1 4	1	4	1	4

No package, however small, is conveyed for a less charge than 1 Rupee 8 Annas, either upward or downward. Goods exceeding the above weight per foot will be charged by the weight.

Implements of husbandry, machinery, sugar pans, and other weighty articles of that kind, carried as deck cargo only, and at the risk of the shippers from damage by wet or other cause, from being carried on deck.

To any distance from Calcutta at 6 pie per lb. or 1 Anna per seer.

Intermediately from station to station at 2 pie per lb. or 4 pie per seer.

Goods brought down to the Presidency from any station are charged one-sixth of the freight from Calcutta to Allahabad.

Goods carried intermediately are charged as follows, both upward and downward, viz:—

Moorshedabad, Bhaugulpore, and

Monghyr, per cubic foot..... 4 or 2 per lb.

Monghyr and Dinapore, ditto.... 4 or 2 ditto.

Dinapore and Benares, ditto.... 4 or 2 ditto.

Benares and Allahabad, ditto.... 4 or 2 ditto.

Goods will not be received for shipment unless they are addressed to a resident at the place at which they are to be delivered from the boats. The directions must be marked on something not liable to be destroyed by vermin, and from which it may not be easily obliterated. A direction written on a card, or marked with ink on a tin box, would be liable to the above objection.

Goods not applied for on board the boat by the Consignee, will be carried on and charged with additional freight, unless addressed to the Steam Agent, in which case they will be delivered to him. It must be understood, however, that although all persons are at liberty to consign their goods to the Steam Agent of the stations at which they are to be landed, the government is not responsible for such Steam Agent, or for the safety of the goods after the delivery of the same to the Consignee or to his order, whether such Consignee be the Steam Agent or any other person.

The boat office will not be responsible for any damage or loss that may be occasioned by accident to the vessel, or other cause whatever, not traceable to negligence or mismanagement.

All goods sent to the boat office must be accompanied by a note with suitable direction for the guidance of the officers attached to the department.

## FREIGHT OF TREASURE.

Calcutta and Allahabad.....	12	As. per cent.
Ditto Mirzapore.....	10	ditto
Ditto Benares.....	8	ditto
Ditto Dinapore.....	6	ditto
Ditto Monghyr.....	5	ditto
Ditto Moorshedabad..	4	ditto
Ditto Commercolly ..	4	ditto
Allahabad & Mirzapore.....	2	ditto
Ditto Benares.....	4	ditto
Ditto Dinapore.....	6	ditto
Ditto Monghyr.....	8	ditto
Ditto Moorshedabad..	10	ditto
Ditto Commercolly ..	10	ditto

Freight on copper coins is charged by the weight at 8 pie per lb. or 1 Anna 4 pie per seer from Calcutta—and down and intermediately the same as on weighable goods.

## FREIGHT ON CARRIAGES.

Empty Carriage, Buggy, &c. at 8 pie per lb.

Ditto Palanquin..... at 20 Rupees each.

Ditto Tonjohn..... at 14 ditto

To any distance from Calcutta—but if carried intermediately at 2 pie per lb. from station to station, both upward and downward, calculating on the average weight.

Calculated at Rs. As. pie

Weight of a Carriage, Barouche, or Landaulet.....	2500 lbs.	104	2	9
Britzka, Palanquin, Carriage, or Phaeton.....	2000 lbs.	83	5	6
Buggy.....	1000 lbs.	41	10	9
Palanquin.....	480 lbs.	20	0	0
Tonjohn .....	336 lbs.	14	0	0

## RATES OF PASSAGE OF THE GANGES STEAM NAVIGATION COMPANY.

### PASSAGE.

#### Cabin.

UP.	Rs.	DOWN.	Rs.
Calcutta to Beaulah	44	Allahabad to Mirzapore	12
Bhaugulpore .....	28	Benares....	19
Monghyr .....	109	Ghazepore .....	33
Dinapore .....	134	Dinapore .....	44
Ghazepore .....	162	Monghyr .....	61
Benares.....	171	Bhaugulpore .....	75
Mirzapore.....	182	Beaulah .....	104
Allahabad.....	200	Calcutta .....	134

## PASSAGE—Continued.

First Class Deck.		Second Class Deck.	
UP AND DOWN.		UP AND DOWN.	
	Rs.		Rs.
Calcutta to Beaulah	16	Bhangulpore .....	12
Bhangulpore .....	25	Dinapore .....	16
Monghyr .....	30	Benares .....	20
Dinapore .....	35	Allahabad .....	25
Ghazee pore .....	40		
Benares .....	45		
Mirzapore or Allahabad	50		

## For Servants.

	UP AND DOWN.	Rs.
Dinapore or below .....		8
Any Station above Dinapore .....		16

Rs.

N.B.—For reserved Cabins for the following	
Stations the Rates will be to Beaulah ..	89
Bhangulpore ..	110
Monghyr ..	126
Cabin Passage to the Stations on the Bhagur-	
ruttee, Up or Down .....	35
Deck disto, 1st class .....	16
2nd class .....	8

If two or more persons occupy one Cabin, each extra person to be charged one-fourth the Cabin rate.

Each Passenger is allowed to take one Servant.

Extra Servants are charged Company's Rupees 16 each.

The above are the Rates of Passage, exclusive of Mess, at three Rupees per day, to be paid to the Commander.—Beer, Wine, &c., extra.

Children who do not come to Table are charged Rupee  $\frac{1}{2}$  per day.

Christian Servants are charged One Rupee per day.

Mussulman Servants can be messed by the Serang at two annas per day.

**BAGGAGE.**—One person in a Cabin is allowed four maunds; two or more persons in the same Cabin each three maunds; 1st class Deck Passenger, three maunds.

*For passage apply to the Superintendent of Freight.*

## Dacca and Assam Line.

*Dispatch of Boats and Probable Dates of Arrival at Different Places.*

It is intended that the Boats shall leave Calcutta on the 13th of every month, except when the 13th

falls on a Sunday, when they will be despatched on the 12th. The following is the estimated time the boats will take, and the dates on which they will probably arrive at the different stations up and down. Leaving Calcutta on the 13th to get back there by the 9th, the boats will reach

	UP.	DOWN.
Burrisaul .....	17	5
Dacca .....	19	3
Serajgunge .....	21	2
Dewangunge .....	22	1
Bugwah .....	23	30
Gowalpara .....	24	29
Gowahuttee .....	25	leaves 28

## RATES OF PASSAGE.

STATIONS.	Distance in Miles.	UPWARDS.							
		Cabin hire.		Deck Passage.		Table Money.		Table Money for Children who do not come to the Table.	
		R.	A.	R.	A.	R.	A.	R.	A.
Burrisaul ..	200	75	0	6	4	16	0	4	0
Dacca .....	300	75	0	9	6	24	0	6	0
Serajgunge...	400	100	0	12	8	32	0	8	0
Dewangunge	450	112	8	14	1	36	0	9	0
Bugwah ....	500	125	0	15	10	40	0	10	0
Gowalpara..	550	137	8	17	3	44	0	11	0
Gowahuttee.	600	150	0	18	12	48	0	12	0

The passage money, and a deposit of 4 Rupees per day for the estimated term of the voyage must be paid on engaging a passage, and any surplus of table money will be returned, or an additional charge made by the commander, as the voyage may fall short of, or exceed, the time for which the deposit was calculated. Half the passage money and half the table money become forfeit by persons who relinquish a passage after having engaged it.

The same regulations as to freight, &c., exist on the Dacca and Assam line as on the Ganges, see page 206.

NORTH WESTERN DAK COMPANY,

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## PASSAGE—Continued.

falls on a Sunday, when they will be despatched on the 13th. The following is the estimated time the boats will take and the dates.

First Class Deck.

Second Class Deck.

The  
En.  
The  
Indic

No. of  
Stations

# NORTH WESTERN DAK COMPANY, LIST OF STAGES, STAGING BUNGALOWS, &C., FROM CALCUTTA TO BENARES AND DELHEE.

The Merchants and Station Houses of the Road Police are whitewashed, and over each are painted in large letters, both in English and Native languages, its number and the name of the Magisterial Jurisdiction to which it belongs. The Chowkedars, Burkundases and Sowars of the Road Police wear red turbans and kummerbunds, with badge, indicating their number and rank on red cross belts edged with green. The Jemadars have a red stripe on the right arm.

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	Calcutta..... Miles.				
1	Bunhoogly..... 62				
2	Kurda..... 112				
3	Pulta Ghaut..... 162				
4	Gyretty Ghaut... 17	Gyretty ..... 17	Hoogly .. 12 As.		
5	Taldangah..... 232				
6	Nundy Talao..... 272				
7	Taragooney ..... 322	Hossainabad .... 142	Muggra . 1 R.		
8	Pundwn..... 382				
9	Boinchee ..... 442	Pundooah ..... 102		Magistrate & Surgeon.	
10	Chota Khan ..... 522				
11	Urdooly Bazar... 592	Memaree ..... 132			
12	Umrah ..... 662				
13	<b>Burdwan*</b> .... 72	Burdwan ..... 162		Road Overseer.	
14	Doolnah..... 772			Deputy Magistrate.	
15	Baramasala ..... 83	Saroole ..... 132			
16	Mutrapore..... 872				
17	Manic Bazar..... 912				
18	Urjoonpore ..... 97	Boodbood ..... *182			
19	Bedrah ..... 104				
20	Khyrasoole ..... 1102	Khyrasoole .... 152			
21	Bheringhee ..... 1162				
22	Bhadour ..... 1202				
23	<b>Mungulpore*</b> .. 1242	Bucktanuggar .. 132		Assistant Magistrate & Sub-Assist. Surgeon.	
24	Bograh ..... 1302				
25	Assensoole..... 1362	Assensoole..... 122			
26	Neamutpore ..... 1422				
27	Tiroondah ..... 148	Taldangah..... 142	Barackur 12 As.		
28	Neersah..... 1542				
29	Kurkabab ..... 1602	Gyra ..... 132		Deputy Magistrate, Sub-Assistant Surgeon, and Road Overseer.	
30	Govindpore ..... 1672				
31	Purkee ..... 1732	Flitcooree ..... 12			
32	Puchrookee ..... 181				
33	Kotaldee ..... 1862	Topechancee... 142			
34	Topechancee..... 1922				
35	Madapore ..... 1992	Doomree ..... 132		Road Overseer.	
36	Ranga Muttee... 2062				
37	Gunggree ..... 2102				
38	Jummona ..... 2142	Buggodhur .... 132			
39	Buggodhur ..... 221				
40	Utkah..... 2242				
41	Ghorar ..... 2282	Burcutta ..... 15			
42	Belcopee ..... 2322				
43	Dharowrah ..... 238				
44	Bursote ..... 2392	Burhee ..... *162		Ex. Engineer.	
45	Burhee ..... 246				
46	Naryna ..... 2522				
47	Chowparun ..... 2572	Chowparun .... 12			
48	Mohanataur ..... 262				
49	Dunwah..... 265	Dunwah..... 8			
50	Hurreah..... 2702	Barra ..... 112		Road Overseer,	
	* Post Office.	* Post Office.			



No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magistrate's Jurisdiction, &c., &c.
	<i>Miles.</i>				
51	Bhuggur .....	277½			
52	Dhobay .....	283½			
53	<b>Shergotty*</b> .....	290½	Shergotty .....*11		
54	Pendra .....	297½			
55	Nowghur .....	303½	Muddunpore .... 15		
56	Koosaha .....	309½			
57	Oorah .....	316			
58	Jessoveah .....	321½	Nurungabad .... 15		
59	Tangra .....	326½			
60	Baroon .....	333½	Baroon .....	13	
61	Dehree .....	335½	Dehree .....	8	
62	Karoondia .....	342½			
63	<b>Sasseram*</b> .....	348½	Sasseram .....*11		
64	Cawnaugur .....	354½			
65	Koormabad .....	361½	Jehanabad..... 15		
66	Ameertah .....	367½			
67	Mootanee .....	372½			
68	Koorrah .....	379½	Mohuneah..... 15		
69	Doorgowtee .....	384½			
70	Kurumnassa.....	391½	Nobutpore..... 14		
71	Milkia .....	397½			
72	Jugdeespore .....	403½			
73	Allynugghur ....	410	Allynugghur.... 11		
74	Chowrut.....	416½			
75	Raj Ghaut.....	417			
76	<b>Benares</b> .....	421	Benares .....	11	
77	Shahabad .....	427			
78	Nia Buzar .....	433	Mirza Moorad.... 436		
79	Tamachabad.....	440			
80	Bicrumpore .....	446	Maharajgunge .... 448		
81	Modhoo Sing ....	452			
82	Gopeegunge .....	458	Gopeegunge .... 458		
83	Vohidnugghur....	464			
84	Baroud .....	470	Baroud..... 470		
85	Huneah .....	476	Sydabad .....	480	
86	Bindwah .....	482			
87	Jenaitpore .....	488			
88	Josee .....	494	Allahabad .....	497	
89	<b>Allahabad</b> ....	499			
90	Begum Serai.....	505			
91	Moofteeka Poorwah	511	Qualahall..... 518		
92	Mr. mangungee....	518			
93	Mallacca .....	525	Kusseall .....		
94	Indyah .....	531			
95	Ynee .....	537	Loondah .....	540	
96	Bhowteer .....	544			
97	Kuthoun .....	550	Anahpore..... 552		
98	Omra Serai .....	556			
99	Durrumdossapore..	562			
100	Billundah .....	568			
101	<b>Futtehpore</b> ....	574	Futtehpore .....	574	
102	Allipore .....	580			
103	Dowlutpore .....	587	Kulleanpore .... 590		
104	Mahoor .....	593			
105	Raneepore .....	598			
106	Tewareepore.....	605			
107	Harteepore .....	610	Sersoul..... 606		
108	Jheerwah .....	617			
109	<b>Cawnpore</b> .....	624	Cawnpore .....	624	
	* Post Office.				

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged. Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	<i>Miles.</i>	<i>Miles.</i>			
110	Lukunpore .....	929			
111	Ram Nugur .....	636	Ramnugur .....	635	
112	Mureeanee .....	641			
113	Mooraree .....	647			
114	Dhoulasalar .....	653	Poorah .....	650	
115	Nuddey Esun .....	660			
116	Kazeegungee .....	666	Arroul .....	664	
117	Juggunooa Talao..	671	Kunouge .....	676	
118	Cha Buttearah....	678			
119	Jellalabad .....	694			
120	Ismailpore .....	689	Goselungunge ....	687	
121	Secunderpore .....	696			
122	Chupramou .....	701	Chupramou .....	701	
123	Burha .....	706			
124	Jogha .....	712			
125	Bunkeeah .....	718	Bewah .....	716	
126	<b>Bhowgong</b> .....	723			
127	Sooltangunge ....	729	Pichirnah .....	732	
128	Khirlah .....	734			
129	Karowlee .....	739			
130	Huttun .....	746	Sugrawfle .....	748	
131	Malson .....	750			
132	Chachenah .....	756	Etah .....	762	
133	Etah .....	762			
134	Pelwah .....	768			
135	Chillanuggur ....	775	Puthanpore .....	778	
136	Secundra Rao ....	781			
137	Gopee .....	787	Nanow .....	793	
138	Nanow .....	798			
139	Paneatv .....	800	Allyghur .....	808	
140	<b>Allyghur</b> .....	806			
141	Bhakree .....	811			
142	Kanaee .....	818			
143	Moonee .....	824	Khoorjah .....	834	
144	Dusserah .....	829			
145	Khoorjah .....	834			
146	Maumin .....	840	Boolundshahur ..	846	
147	Boolundshahur....	846			
148	Belsooree .....	852			
149	Secundrabad .....	858	Secundrabad ....	864	
150	Kota .....	864			
151	Dadree .....	870			
152	Suthla .....	876			
153	Earchla .....	882	Ghazeabad .....	882	
154	Shydera .....	888			
155	<b>Delhee</b> (Delhi)..	894			

## FROM BENARES TO MEERUTT.

For Stages from Benares to Boolundshahur see List of Stages from Benares to Delhi.

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	<i>Miles.</i>	<i>Miles.</i>			
	Boolundshahur .. 846				
148	Burrail .. 851				
149	Golaotee .. 857				
150	Moorepore .. 863	Hauper .. 869			
151	Hauper .. 869				
152	Lallpore .. 874				
153	Roor .. 881				
154	Meerutt .. 887				

## FROM BENARES TO AGRA.

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	<i>Miles.</i>	<i>Miles.</i>			
	<b>Benares</b> .. 427				
77	Shahabad .. 427				
78	Nia Buzar .. 433	Mirza Moorad .. 436			
79	Tamachabad .. 440				
80	Bicrumpore .. 446	Maharajgunge .. 448			
81	Modhoo Sing .. 452				
82	Gopeegunge .. 458	Gopeegunge .. 458			
83	Vohidnugghur .. 464				
84	Baroud .. 470	Baroud .. 470			
85	Huneah .. 476	Syadabad .. 480			
86	Bindwah .. 482				
87	Jenaltpoor .. 488				
88	Josee .. 494	Allahabad .. 497			
89	<b>Allahabad</b> .. 499				
90	Begum Serai .. 505				
91	Mooftetka Boorwah .. 511	Qualahall .. 513			
92	Immamgunge .. 518				
93	Maliacca .. 525	Kusseall .. 531			
94	Indyah .. 531				
95	Synce .. 537	Loondah .. 540			
96	Bhowteer .. 544				
97	Kuthoun .. 550	Anahpore .. 552			
98	Omrak Serai .. 556				
99	Durrumdossore .. 562				
100	Billundah .. 568				
101	<b>Futtehpore</b> .. 574	Futtehpore .. 574			
102	Allipore .. 580				
103	Dowlutpore .. 587	Kulleanpore .. 590			
104	Mahoor .. 598				
105	Raneepore .. 598				
106	Tewareepore .. 605				
107	Harteepore .. 610	Sersoul .. 606			
108	Jheewah .. 617				
109	<b>Cawnpore</b> .. 624	Cawnpore .. 624			
110	Lukunpore .. 629				
111	Ram Nugur .. 635	Ramnugur .. 635			
112	Murecance .. 641				
113	Mooraree .. 647				
114	Dhousalar .. 653	Poorah .. 650			
115	Nuddy Esun .. 660				

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	<i>Miles.</i>	<i>Miles.</i>			
116	Kazeegunge .....	665	Arroul .....	654	
117	Juggunooa Talao..	671	Kunouge .....	675	
118	Cha Buttearah.....	678			
119	Jellalabad .....	684			
120	Ismailpore.....	689	Goseingunge ....	687	
121	Secunderpore ....	695			
122	Chupramou .....	701	Chupramou.....	701	
123	Burha .....	706			
124	Jogha .....	712			
125	Bunkeeah .....	718	Bewah .....	716	
126	<b>Bhowgong</b> .....	723			
127	Poosaina .....	730			
128	Orreen .....	736	Mynpoorie .....	736	
129	Dunnahur.....	743			
130	Gurowl .....	748	Gurowl.....	750	
131	Arow .....	754			
132	Shekoabad.....	762			
133	Edmaee .....	767	Shekoabad .....	763	
134	Aspahbad .....	772			
135	Rajahk Talao.....	779	Fyzabad .....	775	
136	Peepul .....	786			
137	Gober .....	793	Etmadpore.....	790	
138	Shadrah .....	797			
139	<b>Agra</b> .....	803	Agra.....	804	

## FROM DELHEE TO UMBALLA.

No. of Stages.	STAGES.	Staging Bungalows.	Rivers not bridged; Tolls payable by passengers, &c., &c.	Government Officials.	Magisterial Jurisdiction, &c., &c.
	<b>Delhee</b>				
145	Azadpore .....				
146	Bhorepon .....	Khampore.....			
147	Koonory .....				
148	Bahalgurh.....	Khemaspora.....			
149	Marthall.....				
150	Burhie .....	Kala Ghuree.....			
151	Kohana .....				
152	Muchroulee .....	Sewa .....			
153	Paneeput .....				
154	Salout .....	Ghurrowuda.....			
155	Gorounda .....		Canal .....		
156	Bridge .....	Kurnal .....		Magistrate & Collector.	
157	Kurnal .....				
158	Shamun.....				
159	Bootana .....				
160	Sumana .....				
161	Peeplee .....				
162	Shabad .....		Murkunda.....		
163	Umballa.....	Umballa.....			

## SKELETON OF ROUTE No. 4.

FROM LONDON, VIA SOUTHAMPTON, GIBRALTAR, MALTA, ALEXANDRIA, CAIRO, SUEZ, ADEN,  
BOMBAY CEYLON, MADRAS, CALCUTTA, &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure to proceed by the Mails which leave London for Calcutta, Madras, and China, on the 4th, 12th, and 26th.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Luggage Allowed Free.	Overweight of Luggage.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.	1st Cla.	2d Cla.	1st Class.	2nd Class.	Hotel.	Incidental.	1st Class.	2nd Class.
	London .....	Rail	3rd, 11th, 19th	0	3	..	..	0	3	112 56	pr. lb. 3d.	s. d. 0 17	s. d. 6 0 12	s. d. 0 0 0	s. d. 2 6	s. d. 2 0 0	s. d. 1 14 6
78½	Southampton....	Pkt.	4th, 12th, 20th	..	..	0	12	..	12	336 168	14s. 6d.	..	..	..	..	..	..
1312½	Gibraltar .....	..	9th, 17th, 25th	5	0	0	3	5	3	..	..	..	..	0 0 0	5 0 14	5 0 10	5 0
—	—	..	9th, 17th, 25th	..	..	..	..	..	..	..	..	..	..	..	..	..	..
981	Malta.....	Pkt.	14th, 21st, 30th	5	0	0	0	5	0	..	..	7 0 0	3 0 0	..	..	7 0 0	3 0 0
2293½	Malta * .....	..	Days.....	10	3	0	15	10	18	..	22 pr. 2d Cwt.	17 6 12	12 02	0 0 0	7 6 23	5 0 14	19 6

\* The remainder of this Route the same as laid down in Passage fares, throughout, can be paid (except the Hotel and Skeleton No. 1. From Malta to Alexandria, page 83, in Skeleton Incidentals Expenses, which the traveller must himself defray as he No. 2. From Alexandria to Suez, Aden, and Bombay, page 115. proceeds) to the P. and O. Company, according to their Tariff, From Aden to Ceylon, Madras, Calcutta, in Skeleton 3, and the previous to embarkation for India.

The Homeward-Bound Traveller must reverse the Route.

Travellers to Bombay, *via* Southampton (from which the steamers for that port sail on the 12th and 26th), must leave London on the 11th and 25th.

## ROUTE No. 4.

Leaving London by rail, we proceed to

## —† SOUTHAMPTON.

Population, 22,000.

**HORSE.**—Badley, and the Dolphin, both good. Tariff—bed, 2s.; breakfast, 2s.; dinner, 3s., tea, 1s. 6d.; attendance, 1s.; private room, 4s.; lights, 1s.; fire, 1s.

**OMNIBUSES** meet the trains, fares 6d.

**FLY.**—One horse, 1s. per mile.

Toll over the Bridge, 2d. each passenger.

For Foreign Mail Packets, see *Bradshaw's Continental Guide*.

**STEAM PACKETS.**—The P. and O. Company's vessels for Australia, China, Calcutta, Madras, Manilla, Mauritius, and Réunion, on the 4th and 20th of every month; for Bombay on the 12th and 26th of every month; for the Peninsular line on the 7th, 17th, and 27th of every month; when the day of sailing falls on a Sunday the packet leaves the day after at 1 p.m.—Tariff, see pages 55 and 56. Passengers embarking at Marseilles for India, Australia, and China, can have 336 lbs. of their baggage conveyed by the steamer from this port free of charge, and also any excess, but which must be paid for at the rate of £1 per cwt., and 6s. per cwt. for transit through Egypt.

**MOST INTERESTING OBJECTS.**—Docks, Churches, Railway Station, Theatre, New Quay, Gaol, Old Battery, Bargate, Custom House, &c.

**RAILWAY.**—For time of departure and arrival of Trains between London and Southampton, Fares &c. &c., See *Bradshaw's British Railway Guide*.

Agent for *Bradshaw's Guides*, George Phillips, Peninsular and Oriental Company's Buildings.

Telegraph tariff. Charge of 20 words to London, 1s. 6d.

From Southampton, proceed per steamer.

## SEA VOYAGE (5 days).

The vessel generally approaches near that bold, varied and yet beautiful point of land, *Cape Finisterre*, lat. 42. 57' N., long. 9° 6' W.; then hugs the rocky and picturesque shore, studded with *lighthouses*, erected on small islands and headlands, interspersed with pretty villages with white habitations. Next

## † OPORTO AND VIGO BAY

are passed, for which the Peninsular and Oriental Company's steamers leave Southampton, outward bound, three times a month, and depart, homeward

bound, from *Oporto*, three times a month. Tariff—1st class, £9, 2nd class, £6; luggage allowed free, 2 cwt.; excess charged 1s. 1d. per cubic foot. Agents, Miller and Co. and from *Vigo Bay* three times a month. Tariff—1st class, £8; 2nd class, £5; luggage allowed, two cwt.; excess, 1s. 1d. per cubic foot. Agents Menendes and Barcana. Then the Heights of *Torres Vedras* appear, and will be gazed upon by the traveller with great interest, on account of the Iron Duke's memorable stand there against French aim at universal dominion. The superb *Matra*, with its convent, magnificent church, and palace, is clearly discernable with an achromatic telescope. The Convent of Our Lady stands on a wild, precipitous, and rugged rock, 2,500 feet high. Now the sea shore becomes covered with low cliffs and curious masses of drifted sand, and in fair weather its entire line is thickly studded with fishing boats, having nets hanging at their sterns, in the wake of which fly sea gulls, pouncing upon the small tiny fish. Soon afterwards we sight the *Rock of Lisbon*, a most striking huge unshapely mass, on which stands, like the Pontifical capital, the seven-hilled city of

## —† LISBON.

Here the lofty public buildings and spiral churches, together with the vessels at anchor off the quay, up to which flows most rapidly and majestically the superb yet proverbially *swift-currented* Tagus river are all distinctly visible, to the south of whose debouche stands the Lighthouse, on that curious headland, *Cape Espartei*, which is singularly stratified and marked. The steamer now rapidly passes by the receding land, no longer visible, and shortly afterwards nears *Cape St. Vincent*, so memorable for the celebrated naval battle in 1797, and then enters

## THE BAY OF CADIZ,

during the crossing of which no land is visible until we sight *Cape Trafalgar*, memorable for the last victory of England's naval hero (Lord Nelson), on the 21st October, and in which that gallant sailor was killed. The coat, waistcoat, and sword worn by that nobleman on that occasion are deposited in Greenwich Hospital. Soon after which the vessel enters the *Mediterranean Sea*, having the Atlas group on the African side and the Sierras of Andalusia on the Spanish shore; in sight also the Rock of Gibraltar (10 miles distant, elevation 1,400

feet), and as the bay is approached the water, heretofore of a deep blue colour, now becomes *instantaneously* green as an emerald. Thence pass *Point Cornero*, and breasting *Point Europa* the steamer anchors within the well-sheltered and extensive roadstead of

### † GIBRALTAR

(so called from Jibel "*Mountain*" and Tariff "*Rock*," or from *Tarik*, the name of the Moorish General who captured it, *Mons Cape* of the Ancients).

Population, 40,000.

**HOTELS**.—Mrs. Crosby's Club House. Charges moderate.

**HORSE HIRE**.—8s. per diem.

**STREAMERS**.—The Peninsular and Oriental vessels (W. J. Smith, Esq., Agent), arrive here on the 9th and 25th, outward bound, with the Indian Mail (Calcutta and Madras), and on the 12th the Mauritius and Australian mails, and depart, homeward-bound, with the same, on the 3rd, 9th, and 23rd of every month, for Southampton. Their Peninsular Line arrives on the 3rd, 14th, and 24th, from Southampton, and depart for that port on the 5th, 15th, and 25th of every month, performing the journey in eight days. When the days of sailing (Peninsular line only) fall on a Sunday, the packet starts the previous evening. Tariff—1st class, £13; 2nd class, £9; luggage allowed, 2 cwt.; excess, 1s. per cubic foot. Peninsular and Oriental Company's agent W. J. Smith, Esq.

#### CURRENCY SPANISH—

Doubloon.....	worth..	£3 9 4=16 Dollars.
½ do. ....	" ..	1 14 8= 8 "
¼ Dollar Piece..	" ..	0 17 4= 4 "
Dollar.....	" ..	0 4 4= 1 "
½ do. ....	" ..	0 2 2= 6 Rea's.
¼ do. ....	" ..	(6 Reals) 0 1 1= 3 do.
Real and Half, worth..	0 0 6½=	1 Real & 8 Qrtos.
Doce .....	0 0 3½=	12 Quartos.
English Penny. "	.....	4 "
" Halfpenny "	.....	2 "
" Farthing. "	.....	1 "
¼ Quarto .....	" ..	1 Chavo.

An English shilling is worth only 44 Quartos.

Purchases should be made in the Spanish coins, and not in English.

**MOST REMARKABLE OBJECTS**.—The Bay, Rock (almost perpendicular), on the north, south, and east sides, very steep and rugged, but on the west slopes down to a fine bay, 9 miles long and 4½ broad, on which stands the town. Coal Depots, Mole, Fortifications, Monkeys, Commercial Exchange, Library, Club, Government House, Churches, Santa Maria, Jewish Synagogue, Convent, Cathed-

ral of Holy Trinity, the Gardens, Figure of the Spanish three-decker, "Don Juan," taken at Trafalgar; Carving of Old Elliott, Bronze Bust of Wellington, Victoria Battery, Prince Albert Bastion, Sand and Windmill Hills, Flats, Tanks, Lighthouse, Governor's Pavilion, St. Michael's Cave, Naval Commissioner's House, Beefsteak Cave, Nun's Well, Castle (old Moorish building), Torre Mocha (riddled with shot), Saloons of St. George and Lord Cornwallis, Willis' Battery, Signal House, O'Hara's Tower, La Silleta, Cricket Ground, Race Course, &c.

**MOST INTERESTING OBJECTS IN THE VICINITY**.—San Requ, six miles; Cartela, 5 miles; Ximena, 24 miles, with its caves and castles.

**MOST REMARKABLE OBJECTS ACROSS THE STRAITS**.—Tangiers, at which see the Alcazar Roman Bridge, and the Consul's Gardens, Tetuan, visit the Jewish quarter Kaid Hash—Hash in the Alcazar, and take a present, or give Backshish; Bazaar, Sultan's Gardens; Algiers to Cueta, town clean, and paved in a Mosaic pattern, Convicts' prison.

**CLIMATE**.—The winter is delightful, temperature 60° to 70°. The summer extremely hot.

**DISEASES**.—Ague and fever prevalent.

**HISTORICAL REMINISCENCES**.—

A.D.

711. Captured from the Spaniards by the Moorish General Tarik.

1330. The Spaniards regained it.

1333. The Moors recaptured it.

1462. The Spaniards retook it.

1704. The English stormed, took, and continue to retain it, although both the French and Spaniards have often attempted to capture it, and the latter still consider the British possession of it as an eyesore.

1859. The British strongly fortified it.

Thence the vessels steam through the lively Mediterranean Sea, and near the African shore so closely that the city of Algiers is visible to the naked eye, and with its beautiful villas, fertile lands, good roads, productive gardens and vineyards, around it forms an exquisite panorama. Then *Cape Faros*, the irregular headland *promontory of the Seven Capes*, *Cape Bon*, and the extinct volcanic huge tumuli *Island of Pantelleria* (36 miles in circuit, and 3,000 feet high, the *Botany Bay* of Sicily, on which stands a huge town on the west slope at the water's edge, surrounded with well-cultivated gardens and vineyards), are passed, and we soon after reach the harbour of Malta.

For the further description of this Route, see Malta, Route No. 1, page 82; as also Routes Nos. 2 and 3, pages 116 and 190.

## SKELETON OF ROUTE No. 5.

FROM LONDON, VIA DOVER, CALAIS, PARIS, LYONS, TURIN, MILAN, VENICE, TRIESTE, ALEXANDRIA,  
TO BOMBAY, CEYLON, MADRAS, AND CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India, via Trieste and Alexandria, by the Austrian Lloyd's Steamers leaving that port on the 5th, 12th, 20th, and 27th of every month.		Length of Journey from Station.		Length of Stoppage at Stations.		Total Length of Journey.		Luggage Allowed Free, in lbs.	Charge for Overweight.	Fares.			Extra Expenses.			Total Expenditure.		
			D.	H.	D.	H.	D.	H.	D.	H.			1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
													£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	London, via Route No. 1, & page 69, to Paris*	Rail	0	11½	0	0½	0	12	0	12	100	56	2 15 0	2 4 10	0 6 2	0 6 2	0 4 0	0 4 0	3 5 2	2 5 0	0 0 0
235½	Paris*	Pkt	..	..	2	0	..	2	0	..	60	60	2 5 0	1 13 9	0 7 0	..	..	0 12 0	3 0 0	3 0 0	0 0 0
316	Lyons	Rail	0	10½	0	0½	0	10½	0	10½	..	..	..	..	..	0 15 0	0 5 0	1 0 0	1 0 0	1 0 0	0 0 0
160	Turin	Rail	0	16	0	2	0	18	0	18	..	..	..	..	..	..	..	..	..	..	..
100	Milan†	Rail	0	12	0	1	0	13	0	13	..	..	4 0 0	4 0 0	0 10 0	0 2 0	0 12 0	4 12 0	4 12 0	0 0 0	0 0 0
160	Venice	Rail	..	11	0	1	0	12	..	12	..	..	2 10 0	1 5 0	0 10 0	0 10 0	0 10 0	3 10 0	2 5 0	0 0 0	0 0 0
..	"	Pkt.	..	..	1	0	1	0	10	56	..	..	..	..	1 0 0	0 10 0	0 10 0	1 10 0	1 10 0	1 10 0	0 0 0
80	Trieste	..	0	8	0	0	0	8	0	8	..	..	0 14 0	0 10 0	0 5 0	0 5 0	0 3 0	1 2 0	0 18 0	0 0 0	0 0 0
..	"	..	..	..	1	0	1	0	..	..	..	..	..	..	1 0 0	0 10 0	0 10 0	1 10 0	1 10 0	1 10 0	0 0 0
106½	Trieste	..	2	2½	6	4½	9	13	4	0	13	7	7 0 0	0 13 7	7 0 0	0 3 16	0 24 1	2 21 10	9 0 0	9 0 0	0 0 0
1200	Alexandria†	Pkt.	5	0	..	..	5	0	..	..	..	..	Cwt. 16	0 11 0	0 8 1	2 0 10	0 16 10	0 11 10	0 0 0	0 0 0	0 0 0
1200	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1261½	"	..	7	20½	6	4½	14	13	7	8	1	2	28 4	0 20 13	7 8 1	2 4 6	0 40 11	2 33 0	9 0 0	9 0 0	0 0 0

\* The traveller can, if in haste, proceed from Paris to Venice, almost all the way by railway, and book himself through to Turin.

† The Route from Milan is the same as laid down in Skeletons Nos. 1, 2, and 3, see pages 69, 116, and 169.

The Homeward-Bound Traveller must reverse the Route, &c.



## ROUTE No. 5.

From London to Paris, see Route No. 1, page 69.

## —† LYONS

(*The Manchester of France*).

Telegraph station; to London, 20 words 8s. 3d.; also to Milan, via Mount Cenis, Chambery, Turin, Alessandria, and Vigevano.

Population, 175,000.

**HOTELS.**—De l'Univers, De l'Europe, Trois Faisans, Nord. **Tariff**—the same as at Paris. Porterage, 1 to 1½ francs.

**OMNIBUSES** traverse the town in all directions; fare and arrangements the same as at Paris.

**HACKNEY COACHES, &c.**—The same rates as at Paris.

**POST OFFICE** near Hotel de l' Univers.

**RAILWAY** to St. Etienne, Paris, Chalons, Avignon, Turin, Marseilles, Geneva, &c., &c., daily, see *Bradshaw's Continental Guide*.

Oriental and Peninsular Co.'s Agent, Arles Dufour and Co.

**STEAMERS** to Chalons, Vienne, Valence, Avignon, Beaucaille and Arles, daily in the summer. **Fares**—to Chalons, 1st class, 8 francs; 2nd class, 6 francs; time of journey, 8½ hours; time of departure, 5, 7, and 9 a.m.: to Valence, 1st class, 10 francs; 2nd class, 7½ francs; time of journey, 6 hours; time of departure, 4 and 11 a.m.: to Avignon, 1st class, 8 francs, 2nd class, 6 francs; time of journey, 8 hours; time of departure, 4 a.m.: to Beaucaille, 1st class, 22 francs; 2nd class, 17 francs; time of journey, 11 hours; time of departure, 4 a.m. **Restaurants** on board. **Tariff**—moderate.

**MOST REMARKABLE OBJECTS, viz.:**—The Three Bridges across the Rhone, and the six over the Saone; its sixty public squares, especially that of Bellecour, the most magnificent in Europe; Statue of Louis XIV.; Library—finest in France—100,000 volumes; Cathedral—its clock is a piece of astonishing workmanship; Hotel de Ville (antique taurobole, table of bronze, on which is engraven the harangue delivered by the Emperor Claudius to the Roman Senate, in favour of the city of Lyons); Great Hospital; the Church of the *ci-devant* Feuillans (here lie the ashes of Cinq Mars, and Thin); Church d'Ainay (Mosaic); Grotte Bazelle (ruins of ancient aqueduct); Silk Mills (the shuttles at work resemble a cataract); Pierre Encluse; Heights of Fourvieres (ascend tower, charge 1 franc), view magnificent. This mountain

bears marks of the fire which took place in Nero's time, old ruins being scattered about in all directions. Observatory (view of Mont Blanc on a fine evening); Caserne (Barracks); Theatres—Great Circus, and Des Celestins. Palais de Justice, Museum, Picture Gallery (very good), Hotel de Dieu, Manufactories of Silk, Woollens, Cotton Stuffs, Shawls, Crapes, Gold and Silver Lace, &c. Churches of Notre Dame and St. Nizier. Washing Boats on the River, &c. See *Bradshaw's Descriptive Handbook of France*.

**REMARKABLE PLACES IN THE VICINITY, viz.:**—Island Barbe, The Etroits, Bridge of Mulotière (grotto and fountain), Ecule (earth for making Chinaware), and Petrifying Fountain. Cavern called Fontaine. Conflux of the Rivers Soane and Rhone.

River journey on the Rhone; time occupied, six hours. Restaurant on board. **Tariff**—as at Parisian hotels.

**MOST INTERESTING OBJECTS, viz.:**—Trauvaux; Ferraches; Bridge; Villas; La Mulotière (on the right bank); Chateau Oulliv; St. Genis (above it); the Glasshouse of Pierre Bénite; Ruins of the Chateau de Chapounot; Irigny, in front; Malson Veguelin, resembling a castle (here men called Orpailleurs wash the sand for gold); Givors, a large town, whose houses have a very picturesque appearance; Canal; Village of Lotre; Small Islands; Vienne; St. Colombe (on right bank); Vineyard of Côte Rotie. In the distance, towns of Aubervie and Le Peage de Ronsillon; Mount Pila; Ampius; Chateau Cordelon; Town of St. Vallier; Large Flat Rock (Table du Roi); Tournon; Mont Ventoux—its summit forms two peaks. On the left bank is the Rock of Glun, with a curious chateau built on it; Mouth of the Isere; Hills, beautifully covered with vineyards, mulberry trees, &c.

The traveller can from this city adopt the

## ITALIAN OVERLAND ROUTE,

(MARKED ON MAP NO. 19.)

Thence by Diligence; which leaves at 9 p.m. to

## † CHAMBERY.

Telegraph station; 20 words to London 8s. 3d.

**HOTELS.**—De l'Europe, very comfortable; Du Petit Paris. **Tariff**—The same as at Paris.

**RAILWAYS** to Lyons and St. Jean Maurienne.

**LUGGAGE.**—Conveyed by the Post Office Authorities to any part of Switzerland. **Tariff**—rather high, but then no risk is incurred by its transmission.

Telegraph messages are transmitted from all the Swiss Post Bureaux to all towns in Switzerland.

COINS.—Francs and Centimes as in France (the Bats now no longer used). Sovereigns worth 25 francs.

GUIDES.—Five to seven francs per diem.

HOUSES AND MULES.—Nine to ten francs per diem, including groom or attendant.

Cost of living, eight to ten francs per diem at hotels, contract should be made for the former amount per day.

Cost of Pedestrian's living, 5 to 7 francs per day.

HINTS.—Cold water should not be drunk, but a flask of cold tea should always be carried about the person. When taking up quarters near the embouchure of a lake, &c., select the highest room in the inn or hotel, keep the windows closed at night, and shut them early in the afternoon.

DILIGENCES to Geneva, 12 hours, fare 10 to 12 francs. Susa—Turin in 27 hours, via Susa, see *Bradshaw's Continental Guide*.

RAILWAYS to Aix les Bains, St. Jean de Maurienne, Geneva. See *Bradshaw's Continental Guide*.

## LAC DE BOURGET.

Population, 10,000.

MOST REMARKABLE OBJECTS.—The Market Place, Ancient Ruins, Fountain in the Place de l'Ame, Ter de l'Arquebuse, Santo Capelle, Castle built in 1230, contains a very handsome staircase, Town Hall, Academy, Poor House, Hospital (both the latter erected by Tippoos Saib's celebrated General, Count de Bigne, a native), Theatre, Barracks, Boulevard, Terrace, and Vernay Promenade.

IN THE VICINITY.—The environs of this place are exceedingly beautiful and picturesque; a most extensive and grand coup d'œil may be obtained from the hills in the neighbourhood of the many pleasant spots by which the town is surrounded.

Thence by diligence, which leaves, daily, for Turin (27 hours), and proceed via Mount Cenis (the views along this route are most magnificent) to

—† GENOA.—(Genova.)

See page 78 of the Italian and Sicilian tour.

British Consul, M. Y. Brown, Esq.; Vice, Henry de Thierry, Esq.

For details, see *Bradshaw's Italy*.

The homeward bound traveller can proceed from Alexandria, every alternate Friday, at 4 p.m., by

the French Government packets to Constantinople and thence reverse this route.

## TURIN.—(Torino.)

Population, 126,000.

TELEGRAPH STATION.—Charge for 20 words to London, 9s. 6d.

HOTELS.—Feder, highly recommended; De la Trombetta. Tariff—bed, 2 francs; breakfast, 2½ francs; dinner, 4 francs; attendance, ½ franc; lights, 1 franc; wood, 1 franc.

COFFEE HOUSES.—San Carlo, Fiorale, Il Pastore, Le Inde, L'Universo.

DILIGENCES to Geneva, Lyons, Genoa, Milan, Venice, Chambery, Modena, Bologna, Ancona, and Rome, daily, every afternoon. See *Bradshaw's Continental Guide*.

RAILWAY to Milan, Lyons, Asti, Alessandria, Bussalla, Genoa, Pinerolo, Susa, Cuneo, Novara, Geneva, Treceate, Ticino, Caluso, Candia, Ivrea, &c. Trains three times daily. Tourists can obtain through tickets to Paris at 103½ francs 1st class, 83½ francs 2nd class, 66½ francs 3rd class. See *Bradshaw's Continental Guide*.

THEATRES.—Royal, Carignano, Antigennes, and Sutura.

MOST REMARKABLE OBJECTS.—The Cathedral, the Churches of San Maurizio, Del Corpus Domini, San Filippo, San Lorenzo, San Cristino, San Rocco, La Consolata, Royal Palace, Armoury, Gallery of Pictures, Academy of Sciences, University, Bridge across the Po; Galleries of Marquis Cambiano, Count Caratch; M. Deangeli, and M. Lavarria's Collections of Pictures, Gems, and Cameos.

MOST INTERESTING OBJECTS IN THE VICINITY.—The Superga and the Basilica, view from La Villa Della Regina. See *Bradshaw's Italy*.

## MILAN. (Milano.)

Population, 180,000.

TELEGRAPH.—Tariff, 20 words to London, 10s. 6d.

HOTELS.—De Grande Bretagne, a remarkably good house, gives general satisfaction; De la Ville and Hotel Suisse—both good; Royale. Tariff the same as at Turin.

CAFES.—Cova (English Newspapers), Martini, Della Colonna, Reale, Europa, San Carlo.

THEATRES.—La Scala, Canobbiana, Carcano, Re, Filo Drammatico, Fiando, Arena.

AMUSEMENTS.—Public Gardens, Casino de Nobili, De Negozianti, Corso de Porta, Orientale.

**DILIGENCES.**—Daily to Genoa, Como, Varese, Sesto Calende, Arona, Turin, Lyons, Vigevano, Verona, Bergamo, Cremona, Naples, &c.

**RAILWAY** to Lyons via Chambéry, St. Jean Maurienne, direct, Treviglio, Monza, Cammeriata, Venice, Magenta, Turin, Geneva. See *Bradshaw's Continental Guide*.

**HACKNEY COACHES.**—For the day 26 francs, or 2 francs for the first hour, and 1½ franc for the following hours.

**MOST REMARKABLE OBJECTS.**—The Arch of Peace, the Brera, Collection of Pictures and Statues, Ambrosian Library, Hospitals, Casas Trivulzi and Adriani, Palazzo Litta and Paintings, Viceroy's Palace, the Archbishop's Palace, with Paintings; the Cathedral (one of the finest structures in Italy), Churches of San Carlo Borromeo, Santa Maria Della Passione, San Nazaro Maggiore, Santa Maria, San Celso, San Lorenzo, San Eustargio, San Maurizio Maggiore, San Ambrosio, San Vittorlo al Corpo, Santa Maria della Grazie (here is the celebrated painting of the Last Supper, by Leonardo da Vinci).

**MOST INTERESTING IN THE VICINITY.**—The Certosa, on the road to Pavia. See *Bradshaw's Italy*.

### =† VENICE. (Venezia).

Population, 106,000.

**TELEGRAPH.** Tariff—Charge for 20 words to London, 11s.

**HOTELS.**—Grand Hotel Vittoria. This newly opened hotel is conducted by able and experienced managers. Good Table d'Hôte at 2 and 5. Board and residence on the English, American, or Swiss systems; Luna and De Ville. Tariff the same as at Turin.

**CAFES.**—Florian, and Sutili.

**BRITISH CONSUL,** Vice, D. Valentine, Esq.

**STEAM BOATS,** daily, to Trieste and Choggia—average passage to the former, eight hours.

**RAILWAYS** to Padua, Verona, Vicenza, Brescia, Camerlata, Coccaglio, Peschera, Desenzano, Lonata, Casarsa, Treviso, Milan, daily. See *Bradshaw's Continental Guide*.

**DILIGENCES** to Laibach, Milan, Udine, Vienna.

**GONDOLAS** (4,000 ply daily).—1 lira per hour, with one rower.

**THEATRES.**—Fenice, Apollo, Malibran, San Samuele, San Benedetto.

**MOST REMARKABLE OBJECTS.**—The Cathedral of San Marco, the Churches of S.S. Giovanni e Paulo,

S. Maria Della Salute, Frari Redentore, S. Giorgio Maggiore, Gesuiti, Scalza, Palazzo Ducale (Viceroy's Palace), Palazzo Mocenigo (Lord Byron's residence), Arsenal, Bridge, Rialto, Public Garden, a row on the Canale Grande, Glass Manufactories, Armenian Convent, Academy of Fine Arts, Montini, Treves, Barbigo, (beautiful Paintings and exquisite Statuary); and the Armoury of Martinego. See *Bradshaw's Italy*.

### =† TRIESTE.

Population, 84,000 (The "Tergetz" of the Romans, on the Adriatic Sea).

**TELEGRAPH.** Tariff—Charge for 20 words to London, 12s.

**HOTELS.**—Hotel De Ville, Mr. G. Monnet et Aguet; Aquila Nera de, and France. Tariff, as at Turin.

**BRITISH CONSUL,** Vice, Henry Raven, Esq.

**THEATRES.**—Italian Opera, Large Theatre, Anfiteatro, Mauroner, Corti, Filo Drammatico.

**HACKNEY COACHES.**—1 florin per hour, with two horses, and half the price with one.

**DILIGENCES** to Vienna, Fiume, Milan, Istria, Goritz, Udine, daily. See *Bradshaw's Continental Guide*.

**RAILWAY.**—To Vienna, Hamburgh, Dresden, Berlin: see *Bradshaw's Continental Guide*.

*Bradshaw's Guide* Depôt, Coen's Library, 608, Al Corso.

**STEAMERS** to Alexandria to meet the Indian Mail. Packets on the 5th, 12th, 20th, and 27th of every month. Fares, including Table, &c., 1st class, £16; 2nd class, £11. Passages can be secured, by application to Messrs. Hickie, Borman, & Co., 127, Leadenhall Street, London. To Greece every fortnight; Dalmatia once a week. The Levant, calling at Corfu, Syra, Smyrna, the Dardanelles, and Constantinople, every week. Venice in 8 hours; Fares there and back, 1st class, £1 8s.; daily. To Pola in 2 days; Fare, £1 3s.; To Ancona and Brindisi, twice, monthly; to Dalmatia, via Sussini, Zara, Pèlenico close to which are the magnificent Falls of Kerká.—Spolatio contains the celebrated Palace of Diocletian, ably described by Adams. Lesina, Curzola Ragusa, and the Bay of Cattaro, 20 miles long. Fare, there and back, £5 10s.

The Table Money charged on board all the Trieste Boats, where such is not included in the fare, is 1st class, 2½ florins (6s. 3d.), 2nd class, 1½ florin (8s. 2d.).

The Austrian Lloyd's Steamer to Malta via Auenza, Molfetta, Brindisi, Corfu, and Messina—also to Barcelona, via Bari (Bari), Messina, Palermo, Catania, Leghorn, and Marseilles, monthly.

**MOST REMARKABLE OBJECTS.**—The Cathedral (Winkelmann's tomb), Exchange, Tergesto (gallery), Hospital, Quarantine Houses, Church of St. Antonio, Zoological Museum, Naval Academy and Museum, Triumphal Arch (Roman origin), Corso, Casino, Clubs, Principal Street, Theresian Molo, Light House, Docks, German Casino, Castle, the view from which is superb, &c. See *Bradshaw's Italy*.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—The Grotto of Adelsberg, about 7 miles distant, the Quicksilver Mines of Idria, about 9 miles distant.

**HINTS.**—The traveller if pressed for time can take the direct route from London to Trieste, in (103 hours and 30 minutes) 4 days, 7 hours, and 30 minutes, viz., and leave the British Metropolis on the 4th or 21st of every month.

London..	8 30 p.m.
Dover ..	11 15 arr.
Calais ..	2 0 a.m.
Ostend at	7 15 ..
Cologne..	8 0 p.m.
Leipzig ..	2 30 ..
Vienna ..	9 0 ..
Trieste ..	4 0 a.m.

#### Total Expenditure.

1st Class.	2nd Class.
£17	£13 8s.

Which will enable him to rest a day at Trieste, and then embark on board the Austrian Lloyd's Boat for Alexandria, on the 5th, 12th, 20th, & 27th of every month; thence from Alexandria, to Suez, Aden, and Bombay, via Route No. 2, described page 115; from Aden to Ceylon, Madras, and Calcutta, via Route No. 3, page 189; also to Mauritius, via Route No. 15, page 263; from Point de Galle to Penang, Singapore, Hong Kong, and Shanghai, Amoy, and Manila, via Routes Nos. 1, 2, 3, and 13, pages 69, 115, 189, 243; also to Batavia, Manila, and Borneo, via Route No. 16, page 266.

The traveller can also adopt from this port

### THE LEVANT ROUTE, (MARKED ON MAP No. 21.)

Travellers proceeding by this Route, must take their passage in one of the Austrian Lloyd's Company's steamers, which leave this port (Trieste), on every alternate Tuesday, at 4 p.m.

**FARE**, exclusive of provisions, first class, 102

florins (£25 10s.); second class, 78 florins. Luggage allowed, first class, 220 lbs.; second class, 120 lbs. Provisions 5s. per diem, and an excellent table kept.

#### † CORFU.

**ELECTRIC TELEGRAPH.**—To England, via Malta and Cagliari, laid down in Dec., 1857. 1861, much broken.

**HOTELS.**—The Club, Girolamo's. Tariff—moderate.

**BOATS.**—12s. 1d. per diem.

**HORSES AND CARRIAGES.**—Hired at a moderate rate.

**COINS.**—English money, Spanish or Mexican dollar (4s. 4d.), Neapolitan dollar (4s.), Roman dollar (4s. 2d.), 10 grains = 1d. Copper—half-pence, farthings, and grains.

**STEAMERS.**—The Peninsular and Oriental Company's Packets, every fortnight to and from Malta. Tariff, 1st class £8; 2nd class £3. Outward freight 45s. per ton. Austrian Lloyd Company's ditto to and from Trieste, *en route* for Zante, Athens, Syra, Smyrna, Metelin, Tenedos, and Constantinople. See *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—The beautiful view, as the Harbour is approached, Citadel, One Gun Battery, Castrade's Promenade, Barracks, Theatre, Government House, &c. In the vicinity, Pantaleoué, with its magnificent views (16 miles), Benitza (8 miles). Geyno by sea, and its old Venetian Harbour. Ipsos, with its olive trees, and Karagol—thence per Austrian Lloyd's steamer to

#### ZANTE.

(Zakynthos of the ancients).

Population, 40,000.

**HOTEL.**—British. Tariff—moderate.

**BOATS.**—12s. 2d. per diem.

**COINS.**—The same as at Corfu.

**STEAMERS.**—Her Majesty's Mail Packets every fortnight to and from Malta; Austrian Lloyd's Company's ditto, to and from Trieste, *en route* for Athens, Syra, Smyrna, Metelin. See *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—Fortress, built by the Venetians, Barracks, Hospital, Lighthouse, Government House, &c.

**IN THE VICINITY.**—The numerous beautiful villas, and extensive currant plains on the shores.

Thence per Austrian Lloyd's steamer to Port Leone, the ancient Piræus (5 miles) from

## †ATHENS.

Population, 20,000.

**HOTELS.**—D'Angleterre, good, but rather dear; Des Etrangers, good and reasonable. Tariff, moderate.

**OMNIBUSES.**—To and from Porto Leone, every hour.

**BRITISH CONSUL.**—W. B. Neale, Esq.; Vice, C. L. Merlin, Esq.

**COINS.**—The same as at Syra.

**STEAMERS FROM PORTO LEONE.**—The French Government Packets to Constantinople, direct. The Messageries Imperiales' ditto, via Syra and Smyrna. Ditto to Marseilles, via Messina. To Megara, in 6½ hours. To Trieste, via Matapan and Corfu. To the Dardanelles, via Smyrna, in three days. For fares, &c., see *Bradshaw's Continental Guide*.

**TELEGRAPH.**—Tariff, 20 words to London 36s.

**MOST REMARKABLE OBJECTS.**—The Antiquities, Acropolis, Parthenon Ionic Temple, Propyæa Gate Way, Doric Temple (museum), The ruins of Olympian Jupiter, Areopagus, Tribunal, and King's Palace, Royal Stables, Mint, Hospital, Barracks, Theatre, &c.

**IN THE VICINITY.**—Many beautiful promenades and drives, also the various ruins of its ancient splendour.

## †SYRA.

**HOTELS.**—D'Angleterre, des Etrangers. Tariff moderate.

**TELEGRAPH.**—Tariff, 20 words to London, 30s.

**BOATS.**—12 Drachmi per day.

**COINS.**—100 Lepas = 1 Drachmi = 8½d.

28 Drachmi and 15 Lepas = 1 Sovereign.

1 Drachmi and 30 Lepas = 1 Shilling.

11 Lepas = 1d.

**BRITISH CONSUL.**—R. Wilkinson, Esq.

**STEAMERS.**—The Austrian Lloyd's Steamers, to and from Trieste, Corfu, Zante, Athens; the French Government Packets to Marseilles; the Messageries Imperiales Company's ditto, to Smyrna, Athens, and Constantinople. Tariff—see *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—The view from the Harbour and its approach, Convent Church, Bishop's Palace (which appears to rise beautifully from the water's edge), Lighthouse, Quarantine Establishment, &c.

**IN THE VICINITY** there are most lovely views splendid promenades, and picturesque drives.

Thence per Austrian Lloyd's steamer to

## =†SMYRNA.

**HOTEL.**—Des Deux Augustas. Tariff moderate.

**TELEGRAPH.**—Tariff, 20 words to London, 27s. 6d.

**BRITISH CONSUL.**—C. Blunt, Esq.; Vice, G. D. Vedora, Esq.

Railway from hence to Aidin, was commenced on the 22nd September, 1857: 1860. Open to Turball, 30 miles.

**BOATS.**—About 5s. 2d. per day.

**CARAVANS.**—To Constantinople in 8 days; Aleppo in 25 days; Damascus, Koneeh, Salalia, in 6 days; and Cataya in 7 days.

**STEAMERS.**—The Messageries Imperiales steamers every fortnight to Rhodes, Messina, Alexandretta, Latakia, Tripoli, Beyrout and Jaffa, and Alexandria; Ditto, ditto to Constantinople and Black Sea. Ditto, ditto to Marseilles and Italy, via Syra and Malta. Packets to Rhodes in 3 days—see *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—Chapels, Churches, Fortifications. The Frank Quarter (which lies along the harbour), Theatre, Ruined Castle, a most magnificent Casino, Greek College, Brother Mountains, Mosques, Baths, Bazaars (unroofed), &c.

**IN THE VICINITY.**—The promenades and drives in the neighbourhood are picturesque and beautiful, but *bombditt*, formidable in bands, and of most daring character, so infest the suburbs, that travellers should go about in parties, and carry revolvers with them. It is remarkable for the beauty of the native women (Greeks) whose appearance is considerably heightened by their handsome costume.

Thence by Austrian Lloyd's steamer, via Metelin and Tenedos, to

## =†CONSTANTINOPLE.

See the Turkish Tour Route, page 77.

**RESIDENT BRITISH CONSUL GENERAL.**—A. Cumberbash, Esq.

The homeward-bound traveller can proceed from Alexandria, by the French Government Packets to Constantinople, and thence reverse the Route.

## SKELETON OF ROUTE No. 6.

FROM LONDON VIA DOVER, OSTEND, BRUSSELS, COLOGNE, MENTZ, LUCERNE, THE RHINE,  
(JOURNEY SIX DAYS), MILAN, ALEXANDRIA, TO CALCUTTA, &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India via Trieste and Alexandria, by the Austrian Lloyd's Steamer leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station			Length of Stoppage at Station			Total Length of Journey			Luggage Allowed Free.	Rate per Passenger.	Fares.			Extra Expenses.			Total Expenditure.		
				D.	H.	D.	H.	D.	H.	D.	H.	D.			1st Class	2nd Class	Hotel.	Incidental.	1st Class	2nd Class			
—	London .....	Rail	1st, 3rd, 17th, 24th .....	..	..	..	..	..	..	..	..	..	100 lbs	4d.	1 2 0	0 18 4	0 2 8	0 3 0	1 7 8	1 4 0	..	..	..
88	Dover .....	..	1st, 3rd, 17th, 24th .....	0	2	0	4	0	23	0	23	0	..	..	..	..	..	..	..	..	..	..	..
65	Ostend .....	Pkt	1st, 3rd, 17th, 24th .....	0	9	0	15	0	9	0	100	56	6d.	6d.	..	..	0 2 6	0 1 0	..	..	0 18 6	0 13 6	..
89½	Brussels .....	Rail	2nd, 4th, 18th, 25th .....	0	4½	0	..	0	4½	0	56	56	6d.	6d.	0 9 2	0 6 8	..	..	..	..	..	..	..
150	" .....	..	2nd, 4th, 18th, 25th .....	..	1	0	0	1	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..
150	Cologne .....	Rail	3rd, 5th, 19th, 26th .....	0	6½	0	..	0	6½	0	56	56	6d.	6d.	1 3 4	0 17 6	0 15 0	0 5 0	0 9 2	0 6 8	..	..	..
110	" .....	..	3rd, 5th, 19th, 26th .....	0	7	0	7	0	7	0	..	..	..	..	..	..	..	..	..	..	..	..	..
110	Mayence .....	Pkt.	3rd, 5th, 19th, 26th .....	0	8	0	..	0	8	0	56	56	6d.	6d.	0 13 10	0 6 6	0 10 0	0 5 0	0 15 0	0 15 0	..	..	..
269	Lucerne .....	Rail	4th, 6th, 20th, 27th .....	..	0	5½	0	5½	0	5½	10	10	6d.	6d.	..	..	0 10 0	0 2 0	0 12 0	0 12 0	..	..	..
771½	Rhine Journey. }	..	5th, 7th, 21st, 28th to .....	0	14	0	15	1	5	10	10	6d.	..	..	2 0 0	1 0 0	1 0 0	0 5 0	0 3 5	0 2 15	..	..	..
		..	11th, 13th, 27th, 3rd .....	0	6	0	..	..	6	0	..	..	..	..	..	..	5 0 0	0 5 0	0 10 0	0 10 0	..	..	..
259	Milan .....	Dig	13th, 15th, 29th 5th .....	7	20½	2	18½	10	17	..	..	..	..	..	6 3 4	4 9 0	8 6 2	6 2	0 23 11	6 18 17	2	..	..
1470½	Milan, <sup>via</sup> Route No. 5 to Alexandria }	..	13th, 15th, 29th 5th .....	9	0½	5	18½	14	15½	..	..	..	..	..	1 18 4	1 13 0	0 3 4	..	2 1 8	1 16 4	..	..	..
25014	" .....	..	25th, 26th, 8th, 16th .....	6	0	4	17	10	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25014	" .....	..	25th, 26th, 8th, 16th .....	15	4	10	16½	25	20½	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25014	" .....	..	25th, 26th, 8th, 16th .....	15	4	10	16½	25	20½	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* A stoppage of six days has been made here at Lucerne to enable the Traveller to make the Rhine Journey from that place, and £10 has been added to the expenses for that excursion. The Homeward-Bound Traveller must reverse the Route, &c.

## ROUTE No. 6.

London to Dover, see Route No. 1. Page 69.

## —† OSTEND.

Population, 15,000.

**HOTELS.**—Mertian's New, first-rate, comfortable, and prices reasonable; D'Allemagne, first-rate German house. **Tariff**—Bed, 2 francs; breakfast, 1½ franc; dinner, 2½ francs; attendance, ¼ franc; light, 1 franc; firing, 1 franc.

**TELEGRAM.**—20 words to London, 5s.

**CAFES.**—Pavillon, Royal.

English Ale at Appleton's Ship Hotel (where Cheeshire Cheese may be had).

**NEWSPAPERS** of all nations to be found in the Literature Society at the Hotel de Ville (Town Hall.)

**HACKNEY COACHES.**—*viz.*—

**VIGILANTES.**—In the town, 1 franc per hour; out of town, 1½ franc.

**OMNIBUSES** to and from the Railways. Fares, ½ franc per turn.

**MOST REMARKABLE OBJECTS.**—The Digne, Lighthouse, Bathing Places, Ramparts, Churches, Casino, Town Hall, Fortifications, Shooting Gallery, and Theatre, &c.

**INTERESTING OBJECTS IN THE VICINITY.**—The Cabinet of Curiosities belonging to M. Paret at Sklykens, 1 mile distant on the Bruges road.

**HINTS.**—No traveller should omit tasting the oysters, they are excellent; and if he is a smoker he should lay in his stock of cigars here, as they are exceedingly good. See *Bradshaw's Belgium*.

## —† BRUSSELS.

Population, 145,000.

**HOTELS.**—De Belle Vue, De l'Univers, De Saxe (close to the Railway), De l'Europe, De Hollande (within centre of the city). See also *Bradshaw's Continental Guide*.

**BOARDING HOUSES.**—Madame Dubruy's, 51, Rue de Naples; Mrs. Haydon's, 47, Avenue de la Tolson d'Or, Porte Louise.

**TELEGRAM.**—Charge for 20 words to London, 5s.

**NEWSPAPERS.**—The English and French journals are to be seen at all the Hotels and Boarding Houses, and at the Library and Reading Rooms, 74, Montagne de Cour.

**PASSPORT OFFICES:**—

France—1, Rue des Petits Carmes.

England—Rue Belliard Quartier Leopold.

Austria—9, Do. Do.

Prussia—Rue des Orangeries, No. 2.

**HACKNEY COACHES.**—A Course (drive), 1 franc; 2 horses (drive), 1½ franc; single horse, 1½ franc; 2 horses, 2½ francs per hour; Valet de Place, 5 francs per day.

**RAILWAY TERMINI.**—The Northern Line, at the Porte de Cologne; the Southern Line, at the Station du Midi; Direct Line, the Great Luxembourg Railway Station, at the Quartier Leopold.

**POST OFFICE.**—Top of Rue de la Montagne. Postage stamps are universally used. One-third of an ounce, 10 centimes for 50 kilometres (18½ English miles); one-third of an ounce, 20 centimes for any distance above 18½ English miles; 40 centime stamps are used between Belgium and France. Office hours, 5 to 9.

**MAIL COACHES.**—To Waterloo, daily (Sundays excepted). Fares, 6 francs there and back, which includes being taken round the Field of Battle. Office to secure places at Suffell's No. 17, Rue Villa Hermosa, Montagne de la Cour.

**MOST REMARKABLE OBJECTS.**—The Boulevards, Parks, Noble Streets, Palaces, Rues Royale and de la Lor, Place d' Congrès, and the magnificent view therefrom, Hotel de Ville (the beautiful Gothic Spire), Manniken Fountain, Churches of St. Gudule (St. Sacrament Chapel, its fine painted window and beautiful carved pulpit), Cathedral with Trist's Monument, La Chappelle, Sablon, St. James', the English, Evangelical, and German Chapels, Concert Noble, Chamber of Representatives, Palace of Fine Arts, &c., Duke d'Arenberg's Gallery of Pictures, Botanical Gardens, Theatre Royal de la Marmalé, des Galeries Saint Hubert, Mint, Observatory, Squares, Fountains, Public Baths (tariff, 2 francs, and Portable Baths at residences, 2½ francs.)

**INTERESTING PLACES IN THE VICINITY.**—The Field of Waterloo (Sergeant Martin Viseur, and Sergeant Deligne, are the best guides, and charge 1 franc each person), Gemappe, Nivelles, &c.

**HINTS.**—Travellers should select their Hotel, and not place the least reliance on the recommendation of cab or omnibus proprietors or drivers, and proceed from the Railway direct thereto:

## —† COLOGNE (CÖLN).

Population, 85,000.

**TELEGRAM.**—Charge for 20 words to London, 6s.

**HOTELS.**—The Royal, Disch, De Hollande, De Belle Vue, De Cologne, Hilger's, Frederic, De Bruxelles, D'Angleterre, Great Rheinberg, and De Germanie, all good houses.

**HACKNEY COACHES.**—Droschken, each turn of 15 to 20 minutes, with 1 or 2 persons, 5 silvergroschen, or 6d.; ditto, for 3 or 4 persons, 10 silvergroschen, or 1s.; ditto, for an hour, 15 to 20 silvergroschen or 1s. 6d. to 2s.

**STEAMBOATS** to Coblenz, up and down the Rhine, Bonn, Dusseldorf, and Nymegen, daily.

**MOST REMARKABLE OBJECTS.**—The Cathedral, Gereon's Church, Town Hall, Diorama, Public Gardens at Deutz, Fortifications, Bridge of Boats across the Rhine, Chapel of the Three Kings, Sepulchre of Maria of Medicis, St. Peter's Church (the Crucifixion of Peter by Rubens), Church of St. Ursula, the Jesuits' Church (the clocks of which are cast out of the guns taken at Magdeburg), the birth place of Rubens, No. 10, in the Sternegasse, the house in which Maria of Medicis died, the Apostles' Church, the Museum, the Toy House, the Senate House and Hausaroom, the Churches of St. Mary, St. Cunibert, St. Peter, Assumption, the Convent, Exchange, and Casino, &c.

**HINTS.**—The only vendor of true Double distilled Cologne Water is J. M. Farina, City of Milan, 129, High Street, Hohe Strass.

### = † MENTZ (MAYENCE).

Population, 35,000.

**TELEGRAM,** 20 words to London, 7s. 6d.

**HOTELS.**—D'Angleterre, a first-rate Hotel, in front of the bridge, and commanding a view of the Rhine; Rheinischer Hof (Rhine Hotel). *Tariff*—the same as at Ostend.

**HACKNEY COACHES.**—In the town, one or two persons, 15 minutes, one horse, 12 krentzers; ditto, two horses, 18 krentzers.

**RAILWAYS** to Mannheim, Basle, and Lucerne.

**MOST REMARKABLE OBJECTS.**—The Castle, Fortifications, Cathedral, Park, Bridge of Boats, Gutenberg's Statue, Theatre, Parade, Cattle Market, Tennis Court, Hay and Flax Markets, Teutonic House, Citadel, Dalberg Palace, Casino, Schröder, Eochelstein, the Favorite (promenade), Museum, Colosseum (commemorating the invention of printing), St. Joseph's Chapel, and Post Office, Park.

**IN THE VICINITY** are Eberbach Convent, Hatlenkelm, Gelsenheim, Rudesheim, Johannisberg, (all famous for their wines,) and at the latter, Prince

Metternich's Castle, Bingen, Old Ehrenfels Castle, Mänsethurm, Rheinstein, Bacherach, Gutenfels, Oberwesel, Lurley Rock, St. Goar, Bornhofen Convent, Boppard, and Stolzenfels, &c. The Powder Magazine in the Fortress exploded on the 18th November, 1857, and destroyed many lives, and the churches of St. Stephen and The Evangelical, also the English Ladies' School.

**HINTS.**—Thence the traveller proceeds per railway, via Mannheim and Basle, to

### † LUCERNE.

**TELEGRAM,** 20 words to London, 8s. 3d.

Population, 8,000.

**HOTELS.**—D'Angleterre, Des Suisses, Des Balances, Englisher Hof, and Du Cygne. *Tariff* the same as at Basle.

**STEAMBOATS**—Daily, on the lake.

**DILIGENCES**—Daily, to Berne and Zurich.

**MOST REMARKABLE OBJECTS.**—The Lake, Bridges, View from the Hafbrücke, Wasserthurm Tower, Church of St. Leger, the Wall enclosing the Great Tower, Canal, Government House, Cathedral, Jesuits' College, Convent, Schools, Gymnase, Hospitals, House of Correction, Town Hall, Mint, Custom House, Public Libraries, the Statue of a Lion, by Thorwaldsen, Monument to the Swiss Guards, Swiss Chapel (altar covering, worked by the Dauphiness of France), the Plan, (in relief,) of part of Switzerland, Post Office, the Villa Allenwinden.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—The celebrated mountains, Pilatus and Righi.

Milan to Alexandria (see Route 5, pages 218 to 223).

### THE RHINE JOURNEY.

If the traveller is desirous of making the Rhine journey, he must take his departure from London six days earlier, which will enable him to accomplish that object, and still overtake the mails at Trieste, allowing himself a night's rest, so as to be ready to embark on board the Austrian Lloyd's boats at that port.

**STARTING PLACES** to explore the inland beauties of the Rhine, viz.:—Bonn, Coblenz, Mayence, and Bingen.

**MOST REMARKABLE AND INTERESTING OBJECTS AT EACH PLACE, PASSED EN ROUTE, AND IN THEIR VICINITY:—**

### — † DUSSELDORF.

Population, 81,000.

**HOTEL.**—Breidenbacher and De l'Europe. *Tariff*—Bed, 2 francs; breakfast, 2½ francs; dinner, 3



francs; attendance,  $\frac{1}{2}$  franc; lights, 1 franc; fire, 1 franc.

**REMARKABLE OBJECTS.**—Status of the Elector in Market-place, Barracks, Churches of St. Lambert, Cordeliers, and Jesuits, Castle, Town Hall, Gallery of Paintings and Drawings, Bridge of Boats across the Rhine, Theatre, Public Gardens, Manufactories.

### —† NEUSS.

**HOTEL.**—Rheinischer Hof. Tariff the same as at Dusseldorf. Population, 7,000.

**INTERESTING OBJECTS.**—Garden and Collection of Natural History, the Gate built by Drusus, Palace.

### —† ANDERNACH.

**HOTEL.**—Hackenbruch, very good, and moderate charges; landlord exceedingly attentive. Tariff the same as at Dusseldorf. Population, 3,000.

**INTERESTING OBJECTS.**—Its Mill stones, and Stones for making Cement, Gate, Ruins of a Palace. Baths (Roman origin), Church, Old Tower, Roman Tombs (on the hill of Kirchberg), Roman Altar (in the Oak du Garden).

**IN THE VICINITY**—Ruins of the Convent of the Noble Ladies of St. Thomas, Castle of Frederickstein, Village of Irrlich—the Laacher Lake may be visited from this place, distant  $6\frac{1}{2}$  English miles; carriages for the excursion can be hired at the Lily Hotel.

### —† NEUWIED.

Population, 5,200.

**HOTEL.**—Moravian, Gasthaus der Brudergemeine, and Wildman, and Khienaber. Tariff the same as Dusseldorf.

**MOST REMARKABLE OBJECTS.**—Abbey of Romersdorf, Flying Bridge across the Rhine, Manufactories of Watches, Jewellery, &c., Castle, the Gardens, the House of the Moravian Brothers, School, Gymnasium, Museum of the Natural History of the Brazils.

**IN THE VICINITY.**—Chateau of Mourepos, distant 6 miles; behind Biber, remains of an old castle—part of the fortifications in good preservation.

### WEISSENTHURM.

**REMARKABLE OBJECTS.**—White Tower, Monument to General Hoche. Population, 600.

### MÜHLHOFEN

(Between the mountains by which the Sayn flows into the Rhine).

**MOST REMARKABLE OBJECTS.**—Ruins of the Old Castle of Sayn.

### ENGERS.

**MOST REMARKABLE OBJECTS.**—Castle, Park, Sand bank, Salmon Fishery.

### NIEDERWORTH.

**MOST REMARKABLE OBJECTS.**—Convent (the ruins), the Church. Population, 600.

### —† DUISBURG.

**HOTEL.**—Post, Rheinischer. Population, 7,000.

**MOST REMARKABLE OBJECTS.**—Manufactories, Valley of Ruhr (beautiful scenery), Coal Mines.

### —† ELBERFELD.

**HOTEL.**—Herminghausen. Population, 85,000.

**RAILWAY** to Dusseldorf, Cologne, Schwerin, Dortmund, Minden, Hanover.

**MOST REMARKABLE OBJECTS.**—Manufactories of Linen, Woollen Cloth, Fringes, Bed Tickings, Thread, Thread-lace, Dyeing with Turkish Red and Silk.

### —† BONN.

**TELEGRAM**, 20 words to London, 6s.

Population, 20,000. English travellers are urged to be circumspect in their conduct to the officers at this place.

**HOTELS.**—Kley, Golden Star, De Belle Vue, and Royal, all good.

**STEAMBOATS** up and down the Rhine.

**RAILWAY** to Cologne in one hour.

**MOST REMARKABLE OBJECTS.**—University. Here His Royal Highness the Prince Consort of England finished his studies; Library, Minster, Collegiate, Jesuits' and St. Remi Churches, and Paintings therein, House of Beethoven, Beautiful Walks, Tombs near the Kreuzberg, Hofgarten, Poppelsdorf Avenue

### KONIGSWINTER.

**HOTELS.**—De Berlin; De l'Europe.

(The beauties of the Rhine begin at this town).

**MOST REMARKABLE OBJECTS.**—Hill (the view from which is most magnificent). Drachenfels, and most lovely walks all about the *locaie*.

### OBERWINTER

(An ancient borough).

**MOST REMARKABLE OBJECTS.**—The semicircle of mountains in which this borough is situated.

### RHEINBREITBACH.

**MOST REMARKABLE OBJECTS.**—Castles, Towers, Mines of Firnberg and Marienberg.

### UNKEL RAPID,

Produced by the cliffs on the bed of the stream. **APOLLINARISBERG.** Its splendid Gothic church.

and convent. **ERPEL.** Just below this place is a basaltic mountain, 700 feet high, called the Erpeler Ley. Vines. **SINZIG.** From this place commences the Valley of the Ahr, the scenery of which is wild in the extreme. **UNTERKRIPPE.** Flying bridge to Linz.

### † LINZ.

Population, 6,000.

STEAMERS up and down the Rhine.

**MOST REMARKABLE OBJECTS.**—Castle, Town Walls, Pavement of the Town, Mines of Copper, Iron, Lead, &c.

## SCHWALBACH AND SCHLANGENBAD

The traveller should peruse Head's "Bubbles from the Brunnens to Nassau," for a description of these places, both of which are celebrated for their scenery.

**CONVEYANCES.**—Eilwagen from Coblentz and Wiesbaden.

### KESSELHEIM.

Ruins of Schinbornlust, and near the junction of the Moselle and Rhine; Monument to General Marceau.

### RHEINECK.

Fine Castle and Garden, Eltville, Beautiful Villas, Ebberbach, Convent and Monuments. Hattenheim, Geisenheim, Rudesheim, Johannisberg; all celebrated for their wines, and at the latter is the Palace of Prince Metternich.

### NEUENDORF.

Timber Rafts.

### = † COBLENTZ.

Population, 29,000.

TELEGRAM, 20 words to London, 7s. 6d.

**HOTELS.**—De Bellevue, Du Geant, both good.

Tariff the same as at Dusseldorf

STEAMERS to Mannheim, Mayence, Biebrich, Bonn, Cologne, Dusseldorf, Rotterdam.

CAFE.—Pfadler du Theatre.

DILIGENCES to Frankfort (10 hours), Gleissen (13 hours), Aix-la-Chapelle (13 hours), Trier (15½ hours).

**MOST REMARKABLE OBJECTS, viz.:**—The Fortress Ehrenbreitstein, Barracks, Bridge of Boats, View from the Fortress, Squares, Avenue of Trees, Old Castle, Bridge over the Moselle, Church of St. Castor—its four towers, Tombs, Cellars under the Grammar School, containing about 400,000 bottles of Rhine and Moselle Wine, Fortifications.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—Moselweiss (a pretty village), Metternich (at the foot of the Kriimmelberg), Pfaffendorfer Höhe, Chartreuse, Castle of Stolzenfels, Kuhkopf Hill, Lahnstein, Sayn, Rommersdorf (abbey), Leach (lake and abbey), Ems, Hotel de Russie celebrated watering-place, 11 miles from Coblentz.

### † HORCHEIM (Höcheim).

Island of Oberworth is opposite, and contains the seat of Count Pfaffenhofen, formerly a nunnery.

### = STOLZENFELS.

Fine Castle here (Queen Victoria was most magnificently entertained by His Majesty the late King of Prussia, in 1845); splendid prospect up the Rhine, to the valley of the Drinkholder Spring; beautiful Valley of Lahn, opposite; the View down the River to Coblentz, and the Mountains of Andernach in the distance.

FERRY to Lahnstein, and to the mouth of the Lahn, above which are the ruins of the Castle on the top of the Rock.

CARRIAGE ROAD to Ems, up the right bank of the river.

### OBERLAHNSTEIN

Red Building (once a castle) at the edge of the river; Small White Chapel among the trees.

### RHENSE.

The Königstuhl—its hall and seven stone seats.

### BRAUBACH.

Copper and silver mines.

### MARKSBURG.

Fortress (dungeons cut in the rock), Mysterious Passages, Hundloch, Folterkammer (Chamber of Torture), Cell in which the Emperor Henry IV. was confined; Donjon Keep, from which is a splendid view.

### = BOPPART.

Population, 4,600.

**HOTELS.**—Du Rhin, Marianburg, and Post.

**MOST INTERESTING OBJECTS.**—Castle, Chapel, Roman Castrum. Its situation extremely beautiful, architecture of its narrow and dark streets curious.

### SALZIG.

Plantation of Cherry Trees, Ruins of Sternberg and Liebenstein (opposite, on a lofty rock), Convent of Bornhofen, in a narrow valley.

### EHRENTHAL.

Mines of Silver, Lead, and Copper.

**WELMICH.**

Fine old Church, Castle of Thurmburg.

**— MARIENBERG.**

Convent (now a cold water cure establishment), ruins of Rheinfels, village of St. Goarhausen (opposite), rocks of Lurley and Sieben Jungfrauen.

**— ST. GOAR.**

Population, 1,500. Salmon fishery, finest scenery of the Rhine in this vicinity, dangerous rapid (the Bank), whirlpool Gewirr.

**ST. GOARHAUSEN.**

Population, 800. Old walls, Swiss valley (beautiful at the extreme), Castle of the Cat, ruined Castle of Reichenberg (distant 1½ mile), Lurleyberg (perpendicular precipice), grotto (Echoes of Lurley)

**— OBERWESEL.**

Population, 2,500. Church of Our Lady, St. Martin's (picture of the Descent from the Cross), Tower, village of Engelhöle are both worth a visit, and ruins of Schöenberg castle.

**CAUB.**

Castle of Gutenfels, the Pfalz (old castle), dungeons (under it), slate quarries (in the valleys).

**— BACHARACH.**

Population, 1,800.

Ruins of the chapel of Werner, large stone altar of Bacchus, church of St. Peter, and Stahleck Castle, the Twelve Towers.

**LORCH.**

Population, 1,800.

Embouchure of the Wissersbach, its beautiful valley, Devil's ladder, ruins of Nollingen Castle.

**RHEINDLIBACH.**

Round tower, church, carved stone cross.

**RHEINGAU.**

Region of castles and vineyards.

**NIEDER HEIMBACH.**

Ruins of the Castle of Heimbürg and ruined turrets of Sonneck.

**ASSMANSHAUSEN.**

Mineral spring, Rossel Tower (beautiful view from it the Niederwald should be ascended here, Mariesturm (a ruin), Mühlstein (a rock wherein is buried the heart of Alderman Vogt, of Frankfurt, the celebrated author of works on the Rhine).

**— KREUZNACH.**

**MOST REMARKABLE OBJECTS.**—The scenery in the valley of the Nahe. Population, 9,000.

**— † BIEBERICH.**

**CONVEYANCES.**—Railway to Wiesbaden and Frankfurt.

**STEAMERS** up and down the Rhine, daily.

**MOST REMARKABLE OBJECTS.**—Palace of the Duke of Nassau, Gardens.

**— † CASTEL.**

Population, 2,500.

**MOST REMARKABLE OBJECTS.**—Bridge of Boats, Jetty belonging to Cologne company.

**— OPPENHEIM.**

Population, 2,500.

**MOST REMARKABLE OBJECTS.**—Church of St. Catherine's (its tombs, sculptures, and stained glass).

**GERNSHEIM.**

**MOST REMARKABLE OBJECTS.**—Monument to Pierre Schoeffer, an early printer. Population, 3,000.

**— HOMBURG.**

**HOTELS.**—De Heese, first-rate, and highly recommended. Population, 4,000.

**MOST REMARKABLE OBJECTS.**—Baths, the view of the Taunus mountain.

**— WILHEMSBAD**

**HOTELS.**—The Ducal Palace, Bath House, and Kursaal.

**MOST REMARKABLE OBJECTS.**—Baths and Picturesque scenery.

**— † WORMS.**

Population, 8,360.

**TELEGRAM,** 20 words to London, 7s. 3d.

**HOTEL.**—Gasthof Zum Alten Kaiser, comfortable and moderate.

**MOST REMARKABLE OBJECTS.**—Cathedral churches, public buildings, tree (under which Luther rested on his way to the Diet held here in 1521), markets, &c., in the vicinity.

**ROSENWALD,**

Beautifully situated on an island, the scene of the Poem "Niebelungen Lied."

**— † HEIDELBERG.**

**TELEGRAM,** 20 words to London, 7s. 3d.

Population, 13,000

**HOTELS.**—De Hollande, Adler, Prinz Carl, Baderischer, Court of Baden, Muller's (Private Family) Tariff.—The same as at Mannheim.

**MOST REMARKABLE OBJECTS.**—Castle, University, Gardens, the Great Tun of Heidelberg, which will hold 283,000 bottles of wine.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—Helligenberg (with its ruins), wolf's crunnen, Abbey Neuberg, Kaiserstuhl (with a tower and monument to the Emperor Francis), The Biesenstein (giant's stone, with a fine view of town and castle), Odenwald (mountainous region).

**HACKNEY COACHES.**—With one horse,  $\frac{1}{2}$  hour, 12 kreutzers; with two horses, 18 kreutzers.

**NEWSPAPERS** in the Museum.

**DILIGENCES** to Stuttgart and Würzburg, daily.

### —SPEYER.

Population, 9,500.

**RAILWAYS.**—To Paris, Worms, Mayence, &c.

**MOST REMARKABLE OBJECTS.**—Cathedral, Church of St. Trinity, Altpörtel.

### LEOPOLDHAFEN.

Small village; passengers going to Karlsruhe are landed here.

### —† BADEN-BADEN.

**TELEGRAM,** 20 words to London, 7s. 3d.

Population, 6,000.

**HOTELS.**—Court of Baden, de Hollande, Victoria, Du Rhin, De Russie, all good.

**RAILWAYS.**—To Karlsruhe, Heidelberg, Mannheim, Frankfurt, &c.

**TARIFF OF HOTELS.**—Bedrooms, 1 to 2 florins; sitting rooms, 2 to 5 florins; breakfast, 1 to 2 florins; dinner, 2 to 3 florins; tea or coffee, 48 kreutzers; attendance, 1 franc.

**LODGING HOUSES.**—From 40 florins per month.

**MOST REMARKABLE OBJECTS.**—Baths, Conversation House, Balls and Reunions, Reading Room, Library, Theatre, Drinkhall, Lichtenthal Oak Avenue, Baths, Post-Office.

**HIRE OF CONVEYANCES.**—A carriage per hour, 1 florin 20 kreutzers; horse per diem, 4 florins

40 kreutzers; ditto 4 hours, 2 florins 20 kreutzers; donkeys per diem, 2 florins 12 kreutzers; ditto 4 hours, 1 florin 6 kreutzers.

**STEAM BOATS** to Mannheim, Mayence, Cologne, Rotterdam, Strasbourg.

### —† KEHL.

**TELEGRAM,** 20 words to London, 7s. 3d.

**HOTELS.**—De l'Aigle Blanc, good and moderate. Omnibus to Strasbourg and hotels.

**MOST REMARKABLE OBJECTS.**—Bridge of Boats across the Rhine to Strasbourg, Monument erected by Napoleon to General Dessaix (it stands on a pyramid, and has four beautiful basso-reliefs).

### —† FREIBURG.

**TELEGRAM,** 20 words to London, 7s. 3d.

Population, 1,400.

**HOTELS.**—Zähringerhof, D'Allemagne.

**DILIGENCES** daily, to Schaffhausen, Constance, passing through the grand and beautiful scenery of the Hölenthal, and which affords a magnificent view of the Alps.

**RAILWAYS** to Baden, Karlsruhe, Basle, Kehl, Heidelberg, Frankfurt.

**MOST REMARKABLE OBJECTS.**—The Minster, University, the Company's Hall, St. Ludwig's Church, Protestant Church.

**IN THE VICINITY.**—The Schlossberg, Alt-Bereisch Monastery, Bad Pfersich, Allee-garten, Renngart, and the small castle.

### LENZKIRCH.

A small picturesque town. Schaffhausen 10 hours, and Constance 14½ hours distant.

**REMARKS.**—Below Bonn, towards Cologne, or above Mentz, there is not anything remarkable. At the Seven Mountains (20 miles above Cologne) begins the scenery, which is extremely fine, until Coblenz is reached. Coblenz to Mayence, the views are very picturesque. Between Mentz and Bingen (on the right shore of the Rhine) belongs to Nassau, and left to Hesse. From Bingen to Coblenz, the right to Nassau, and left to Prussia. From Coblenz downwards, both shores, to Prussia.



## ROUTE No. 7. LONDON TO PARIS.

(See Route No. 1, page 69.)

**HINTS.**—The Traveller then proceeds *via* Strasburg to

### —† BASLE.

Population, 25,000.

TELEGRAM, 20 words to London, 8s. 3d.

**HOTELS.**—De la Tête d'Or, Du Sauvage, Les Trois Rols, Krone and Kopf. **Tariff**—Room, 2 francs; breakfast, 2½ francs; dinner, 3 francs; coffee, 1 franc; attendance, ¼ franc; fire, 1 franc; lights, 1 franc.

**DILIGENCES** to Switzerland and Germany, daily.

**RAILWAYS** to Strasburg, Paris, Mannheim, Heidelberg, Baden, Offenbach, Freiburg, Colmar, Mulhouse, and Lucerne. See *Bradshaw's Continental Guide*.

**MOST REMARKABLE OBJECTS.**—The Cathedral, Town Hall, Arsenal, University, Library, Tombs of celebrated characters in the Cathedral, viz.:—Erasmus, Anne, wife of the Emperor Rodolph, of Hapsburg. Post Office, Gallery of Paintings of the younger Holbein, M. Vischer's Garden, Platz (promenade), Bridge across the Rhine, Forcard's Garden (Tomb of Madame Forcard), &c.

**MOST INTERESTING OBJECTS IN THE VICINITY.**—Arlésheim, distant 1½ league; here may be seen the finest garden in Switzerland, and ruins of Castle Birseck Dornach. The Battle Field (that conflict took place on the 22nd July, 1499). St. Jakob, about half a league from Basle, celebrated for its cemetery, hospital, and battle-field, which took place in 1444, between the Swiss and the French, &c.

### —† BADEN, (Switzerland).

**HOTELS.**—Lion, Balance, Feihof, Limma Hof, Corbeau, Lion, Stodshof, Schlossling. **Tariff** the same as at Paris. See page, 70.

TELEGRAM, 20 words to London, 8s. 3d.

CONVEYANCES.—Railway to Zurich.

**MOST REMARKABLE OBJECTS.**—New Castle, Baths, Beautiful Walks near the town, Town Hall, Two Convents, Hospital, House of Correction, Milestone near the New Castle, Remains of a Causeway, Curious Clock and Sun Dial in the Tower, Hermitage Bauerngut, Old Castle Ruins, Teufelskeller, the Hills of Hertenstein and Martensberg, &c.

### —† ZURICH.

Population, 19,000.

TELEGRAM, 20 words to London, 8s. 3d.

**HOTELS.**—Bauer, first class; Belle Vue, facing the lake, good, reasonable, and comfortable; Krone—**Tariff** the same as at Baden.

**CONVEYANCES.**—Rail to Baden, Brugg, Winterthur, Romanshorn, and St. Gall.

**DILIGENCES** to all parts of Switzerland—see *Bradshaw's Guide to Switzerland*.

**STEAMERS** to Wallenstadt. Travellers by this boat can reach Horgen in one hour, and a diligence from that place goes to Arth at the foot of the Righi, which it reaches at two o'clock. Fare, 5 francs.

The traveller might ascend that mountain the same day—the view from the summit is one of the lions of Switzerland.

**MOST REMARKABLE OBJECTS.**—The shores of the Limpid Limmat, Grande Ville, Petite Ville, Hills of Lindenhof and St. Pierre, suburbs of Thalacker and Stadelhofen Cathedral, Church of the Abbey of Our Lady, Promenades, viz., Lindenhof, Katze, Bauschause Baugauten, Tower of Kratzthurm, Shooting House, High Promenade, Giesberg Bastion, Great Promenade, Fortifications, Museum, Lake of Zurich, Library, 40,000 vols. and 4,000 medals, Asylum for the Blind, Corn Market, Post Office, Arsenal, Museum, Gesner's Monument. Hütliberg, three miles distant, which is 3,000 feet high, and from the summit a most lovely view of the country is obtained.

### —† COIRE (CHUR).

Population, 5,000.

TELEGRAM, 20 words to London, 9s. 6d.

**HOTELS.**—La Croix Blanc, Le Capricorne, and La Poste.

**DILIGENCES** to Zurich, Milan, and St. Gall.

**MOST REMARKABLE OBJECTS.**—The Cathedral, Episcopal Palace, Catholic School, Town Hall, Library, Lyceum, Roman Catholic Church (very ancient). In the vicinity are beautiful views of the Galarider, Rhine Valley, and Glaciers of Bodus, Cascades, Lurley Baths, Aroschka Fountain, and Albulia Valley, all well worth a visit.

### COLLICO.

Small village not containing anything very interesting.

### —† COMO.

Population, 20,000.

TELEGRAM, 20 words to London, 10s. 6d.

**HOTELS.**—Angelo, Corona. **Tariff** the same as at Baden-Baden.

**DILIGENCES** daily to Milan, Monza, &c.

**RAILWAY** daily to Milan, Monza.

**STEAMERS** run on the Lake.

**MOST REMARKABLE OBJECTS.**—Cathedral, Town Hall, Churches, Theatre, Statue of Volta, Gateway of the City, Palazzo Gioivo, Silk, Woollen, Cotton Yarn, and Soap Manufactories. *Most interesting in the vicinity.*—The Lake (the most beautiful in Italy), Blevio with many beautiful villas, especially that of Madame Pasta (the celebrated singer), Villa Taverna, Borgovico, Villa Raimondi, Rovenna, Villa d'Este (once the residence of the late Queen Caroline, consort of George IV.); Torno, Villa Phiriana, Cascades of Moltrasco, Molina, Nesso, Lovedo, Castles, Gardens, Bellagio (the most beautiful place on the lake); Villas of Serbelloni and Melzi, Treucoszo, celebrated villa Sommariva, belonging to the Princess Albrecht of Prussia, Codenabbia, Varenna, Cascade of Bellano, Gravedona Domaso, Villa Calderara, Villa Larquer, &c.

### MILAN TO ALEXANDRIA.

(See Routes 5 and 6, pages 218 and 223.)

## SKELETON OF ROUTE No. 8.

FROM LONDON VIA DOVER, OSTEND, COLOGNE, MENTZ, ULM, INNSBRUCK, VERONA, VENICE,  
TRIESTE, ALEXANDRIA, TO CALCUTTA, ETC.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India, viz Trieste and Alexandria, by the Austrian Lloyd's Steamer leaving that port on the 5th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station.			Length of Stoppage at Station.		Total Length of Journey.		Luggage Allowed Free.		Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.														
				D. H.	D. H.	D. H.	D. H.	D. H.	Ist Cls.	2d Cls.	1st Class.	2nd Class.		Hotel.	Incidental.	1st Class.	2nd Class.															
502½	London to ... Mayence per Route No 6. Page 223.	Rail	1st, 3rd, 17th, 24th	..	..	..	..	..	100	56	1d	4	3	4	2	19	0	6	14	6	5	10	6									
186½	Ulm.....	Rail	3rd, 5th, 19th, 26th	1	6½	1	2½	0	12	10	6d.	1	10	0	18	0	8	0	2	0	0	1	18	0								
180	Innsbruck ....	Dilig	4th, 5th, 20th, 27th	0	9½	0	2½	0	22	60	60	6d.	1	2	0	1	2	0	5	0	0	3	0	1	10	0						
224	Verona .....	Rail	5th, 6th, 21st, 28th	0	4	0	4	1	8	56	56	1d.	1	5	0	1	5	0	8	0	....	....	1	13	0	1	13	0				
66½	Venice .....	Rail	6th, 7th, 22nd, 29th	0	3½	0	2	0	3½	10	10	6d.	0	13	0	0	10	0	....	....	....	....	0	13	0	0	10	0				
1280	Venice to Trieste & Alexandria, via Route No. 5	Pkt.	7th, 8th, 23rd, 30th	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	....	....	....	....	....	....				
			10th, 17th, 25th, 2nd	6	0	4	17	10	17	336	168	£2½	18	12	6	13	7	6	1	3	0	1	15	0	21	10	6	16	15	6		
2439½	Miles.	..	Days	9	18½	6	6	16	0½	..	..	..	..	..	27	5	6	20	1	6	3	12	2	2	15	0	35	1	0	27	17	0

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, and 3. See pages 69, 115, and 189.

N.B.—The Overland Mail, via Trieste, takes this route, but from Trieste the courier proceeds via the Friaral Sacile, Niederndorf, Brixen to Innsbruck in 24 hours, not passing through Venice. The Homeward Bound Traveller must reverse the Route, &c.

## ROUTE No. 8.

## LONDON TO MAYENCE (MENTZ).

(See Route 6, page 223).

**HINTS.**—The traveller then proceeds per railway, *via* Mannheim and Bruchsal, to

## = † ULM.

Population, 16,000.

**TELEGRAM**, 20 words to London, 8s. 6d.

**HOTELS.**—Post and Hirsch.

**STEAMBOATS** to Stuttgart in 8½ hours, Augsburg in 8½ hours, Friedrichshafen in 12 hours, Füssen in 16 hours (an excellent starting point for the Tyrol), Nurnberg in 24 hours, and Schaffhausen in 19 hours.

**RAILWAYS** to Munich, Augsburg, &c.

**DILIGENCE** to Innsbruck.

**MOST REMARKABLE OBJECTS.**—The Minster, Town Hall, Gates (5), Palace, Government Palace, Clock in the Town Hall, Reservoirs, Bell Foundries, Libraries, Casino, Public Gardens, Catholic Churches, Baths of Griesbad, Manufactories of Cloth, Leather, &c.

## = † INNSBRUCK (INNSPRUCK).

Population, 13,000.

**TELEGRAM**, 20 words to London, 9s. 6d.

**HOTELS.**—The Court of Austria, Du Soleil.

**DILIGENCES** to Munich in 25, Botzen in 18, Feldkirch in 20, Milan in 62, Salzburg in 19 hours, to Vienna, Verona, and Laibach.

**MOST REMARKABLE OBJECTS.**—Church of the Court, Bronze Statues of the Members of the House of Hapsburg, the Monuments, Museum (the Golden Roof), Theatre, Palace, University, the Grave of Hofer, &c.

## = † VERONA.

Population, 65,000.

**TELEGRAM**, 20 words to London, 11s.

**RAILWAYS.**—See *Bradshaw's Continental Guide*.

**HOTELS.**—Due Torre, La Torre di Londra, Parigi; all good. Tariff the same as at Paris.

**DILIGENCES** to Bologna, Botzen, Florence, Innsbruck, Milan, Mantua, Modena, Rome, Roveredo, Trient, Trieste, Udine, and Venice. Railway to Venice, Mantua, Padua, Vicenza.

**MOST REMARKABLE OBJECTS.**—Roman Amphitheatre, Arch called Porta del Borsari, the Gate of St. Sisto, Porta Nuova, Palace del Consiglio, Vegetable Market, Tombs of the Scaligeri, Museum Lapidario, Cathedral, Churches of San Zenone, San Fermo Maggiore, San Giorgio Maggiore, Santa Anastasia, Palaces Canopa, Maffei, Giusti, Bevilacqua Giusti, the Tomb of Juliet, Theatres of Filarmonico, Varandas, Stone Bridges.

Venice to Alexandria, see Route 5, page 217.

**HINTS.**—The Overland Courier with the Indian Mails takes this route, only that he goes from Trieste through the Friaul, by Sacile, Niederndorf, and Brixen, direct to Innsbruck in 24 hours, without touching Venice or crossing the sea.



## SKELETON OF ROUTE No. 9.

VIA LONDON, DOVER, OSTEND, COLOGNE, MENTZ, ULM, MUNICH, SALZBURG, BRUCK,  
TRIESTE, TO CALCUTTA, &C.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, so as to proceed to India &c. by the Austrian Lloyd's Steamers, leaving that Port on the 6th, 14th, 20th, and 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Length of Journey.		Luggage Allowed Free.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenses.	
				D. H.	D. H.	D. H.	D. H.	D. H.	D. H.			1st Class.	2nd Class.	Hotel.	Incl. dental.	1st Class.	2nd Class.
—	London ....	{ Rail & Pkt.	1st, 3rd, 17th, 24th ..	..	..	..	..	..	..	100 56	d.	..	..	..	..	..	..
689	Ulme & Ronte	{ Rail	5th, 6th, 21st, 28th 1 16 1	24	3 13	10 10	6	6 15 4	4 19 0	2 9 2	1 0	9 14	6 8 18	6	..	..	..
94	Munich .....	..	6th, 7th, 22nd, 29th 3 6 0	1 3	6 10	10 6	6	0 12 0	0 8 0	0 5 0	0 3 0	1 0	0 16 0	0	..	..	..
88	" .....	..	7th, 8th, 23rd, 30th ..	..	1 0 1	..	..	..	..	..	..	1 0	0 5 0	1 5 0	1 5 0	..	..
143	Salzburg .....	Dilig.	8th, 9th, 24th, 31st ..	8	8	..	..	..	..	..	..	..	..	..	..	..	..
143	Bruck .....	..	9th, 10th, 25th, 1st ..	8	2 1	10 56	14	1 14 0	1 14 0	0 7 0	..	..	2 1 0	2 1 0	..	..	..
256	Trieste .....	Rail	10th, 11th, 26th, 2nd ..	17	7	40 40	6	2 10 0	1 14 0	0 6 0	0 6 0	1 0 0	..	..	..	..	..
—	Trieste .....	Pkt.	12th, 20th, 27th, 5th ..	..	..	336 168	..	16 0	0 11 0	0 0	..	..	16 0	0 11 0	0 0	..	..
1200	Alexandria ..	..	17th, 25th, 2nd, 10th ..	5	0	..	..	..	..	..	..	..	..	..	..	..	..
327	Miles.		Days 11 23	16 16 14	..	..	..	27 11	4 19 15	6 5 7 2 2 0	0 34 2 0 26 6	..	..	..	..	..	..

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, 3, pages 69, 115, and 189.

The Homeward-Bound Traveller must reverse the Route, &c.

## ROUTE No. 9. LONDON TO ULM.

See Route No. 8, page 232.

**HINTS.**—The Traveller then proceeds per Railway *via* Augsburg, to

### MUNICH.

Population, 100,000.

**TELEGRAM**, 20 words to London, 9s. 6d.

**HOTELS.**—Bavaria, Du Cerf d'Or, Manlicks, Goldener Hirsch. **Tariff**—the same as at Paris.

**RESTAURATEURS.**—The French House, Rottman's **ALE HOUSES.**—Pschorr's, Wagner's, Hacker's, Knorr's the Lion, the Court Brewery.

**CAFES.**—The Englab, Keets, Rothmanners, Müllers, Reibel.

**CONFECTIONERS.**—Tambose, Feichlein, Rothenhöfers.

**NEWSPAPERS.**—In the Museum, Odeon.

**BATHS.**—Diana's, Wallburger's, Promall's, Wirubel's.

**HACKNEY COACHES.**—For one or two persons  $\frac{1}{2}$  hour 18 kreutzers;  $\frac{3}{4}$  hour, 36 kreutzers;  $\frac{1}{2}$  hour, 48 kreutzers; 1 hour, 1 florin; 2 hours, 1 florin 48 kreutzers; 3 hours, 2 florins 36 kreutzers.

**RAILWAY** to Augsburg, Frankfort, Hof, Rosenheim, &c., &c., daily.

**DILIGENCES** daily to Berchtesgaden in 21, Flessen in 14, Innsbruck in 22, Lindall in 24, Ingolstadt in 9, Passau in 22, Regensburg in 14, Salzburg in 14, and Tegernsee in 6 hours.

**OMNIBUSES** to the station, &c., if without luggage, 6 kreutzers, with 12 kreutzers, and with two or more boxes, 18 kreutzers. Valet de Place, per diem, 3 to 4 swanzigern.

**CABS** at the station.

**THEATRES.**—Royal, Schweizer's.

**MOST REMARKABLE OBJECTS.**—Churches of Frankenkirche, Michaelshof (its monuments). In the suburb, the Au, the Basilica, the Palace of Manufactures, Royal Palace, with its statues and pictures, Treasury, Antiquarium, New Palace with its beautiful pictures and statues, Royal Garden, Arcades, Odeon, Duke of Leuchtenberg's Palace, its paintings and statues, the Palaces of Duke Max, Minister of War, the Galleries of Statues, Pictures, Collections, Cabinets, Royal Library, University, Wittelbach, Post Office, Isarthor, the Monuments, the Feldttrrenhalle

Statues, the Gate of Victory, Royal Foundry, the Ateliers of Schwanthaler, Rottman, Kaulbach, Church-yard, English Garden, Observatory, Royal Stables, Museum, Collection of Painted Glass. Most interesting in the vicinity.—Castle of Nymphenburg, &c. Thence per Railway to Rosenheim, and then by diligence, to

### = † SALZBURG.

Population, 11,000.

**TELEGRAM**, 20 words to London, 11s.

**HOTELS.**—De l'Archduke Charles, one of the finest and best hotels in Austria; admirably conducted and beautifully situated: Golden Schiff, very dear; Drei Alliette; Erzherzog Karl.

**CAFES.**—Lebgnayer's, Stalger's.

**DILIGENCES** to Vienna in 33, Lalbach 45, Bruck, Klagenfurt 38, Munich 14, Innsbruck 19 hours.

**RAILWAY** to Linz daily.

**MOST REMARKABLE OBJECTS.**—Cathedral, Churches of the University, Franciscans, Theatines, Holy Trinity and St. Sebastian (in which is the famous tomb of Paracelsus), Prince's Chateau, Summer Chateau (Mirabelle), Statue of Bucephalus, the Galleries cut in the mountain, Hospital of St. John, Portrait of Paracelsus, painted on the house where he died, at the corner of the Rue de Linz; New Gate cut in the Mönchsberg, the Mönchsberg, view and bust of the Bishop who executed the Nonnberg, Franciscischlüssel, Church-yard of St. Peter, Fountain on the Residenzplatz, Monument of Mozart, the Newgate. *Most interesting in the vicinity.*—Chateau of Helburn with its rocks and parks, Gasteln, its baths and mines, Berchtesgaden, Lake of Bartholomew, famous for its Salmon, Salt works of Hallein (when illuminated the spectacle is superb), Reservoirs of Hallein, Floating Machines, Prince Schwarzenberg's Park, Waterfall of Gollingin, view from the Gaisberg, which is celebrated all over Germany for its beauty, Lake of Königssee.

### = † BRUCK.

Population, 3,000.

**HOTELS.**—Adler, Hersch, Strauss.

**DILIGENCES** to Salzburg, in 24 hours, Klagenfurt, 20 hours.

**RAILWAY** to Lalbach, Trieste, Cilly, and Vienna. Trieste to Alexandria, see Routes Nos. 2 and 5, pages 115 and 217.

## SKELETON OF ROUTE No. 10.

LONDON, VIA DOVER, OSTEND, COLOGNE, MENTZ, FRANKFORT, VIENNA, TRIESTE,  
TO CALCUTTA, ETC.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure from London, so as to proceed to India via Trieste and Alexandria, by the Austrian Lloyd's Steamers leaving London on the 17th, 19th, 21st, and 23rd of every month.	Length of Journey from to Station.			Length of Stoppage at Station.			Total Length of Journey.			Luggage Allowed Free.		Overweight of Luggage.	Fares.		Extra Expenses.		Total Expenditure.	
				D. H. M.			D. H. M.			D. H. M.			1st Class.	2d Class.		Hotel.	Incl. dental.	1st Class.	2nd Class.		
				D.	H.	M.	D.	H.	M.	D.	H.	M.									
—	London to Dover, as per Route No. 6, p. 223.	Rail & Pkt.	1st, 3rd, 17th, 24th	1	6	30	1	2	30	2	14	0	100	56	pr lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
502½	Marseilles	Rail	3rd, 5th, 19th, 26th	..	..	..	..	..	..	..	..	..	56	56	pr lb.	0 4 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0
20	Frankfort	Rail	4th, 6th, 20th, 27th	1	5	..	..	..	..	..	1	5	..	..	pr lb.	0 6 0	0 4 0	..	..	1 0 0	1 0 0
570½	Vienna	Rail	5th, 7th, 21st, 28th	..	..	..	1	0	0	1	0	0	..	..	pr lb.	3 9 6	2 10 0	0 5 0	..	3 14 6	2 16 0
363	Trieste	Rail	6th, 8th, 22nd, 29th	1	12	0	4	1	16	0	16	0	50	6d.	pr lb.	..	..	1 0 0	10 0	1 10 0	1 10 0
		Rail	7th, 9th, 23rd, 30th	..	..	..	1	0	0	1	0	0	..	..	pr lb.	..	..	..	..	..	..
		Rail	8th, 10th, 24th, 31st	..	..	..	..	..	..	..	..	..	10	..	pr lb.	..	..	..	..	..	..
		Rail	10th, 12th, 26th, 2nd	17	30	..	..	30	..	18	..	10	10	6d.	pr lb.	3 8 0	2 6 0	10 2	..	3 18 0	2 16 0
		Rail	11th, 13th, 27th, 3rd	..	..	..	1	..	..	1	0	0	..	..	pr lb.	..	..	1 0 0	10 0	1 0 0	1 10 0
1592½	To Trieste & Alexandria, see Route, No. 9, see page 234.	Rail & Pkt.	12th, 20th, 27th, 5th	5	10	21	5	1	0	10	11	21	336	112	pr lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3046½		Rail	17th, 25th, 2nd, 10th	..	..	..	..	..	..	..	..	..	..	..	pr lb.	..	..	..	..	16 0	0 11 0
		Rail	Days .....	8	23	26	9	8	0	18	7	26	..	..	pr lb.	..	..	..	..	27 10	10 23
		Rail													pr lb.	..	..	..	..	2 06	11 21
		Rail													pr lb.	..	..	..	..	7 035	3 027
		Rail													pr lb.	..	..	..	..	6	6

The Homeward-Bound Traveller must reverse the Route.

The remainder of the Route the same as laid down in Skeletons, Nos. 1, 2, 3, pages 60, 115, 189.

## ROUTE No. 10.

## LONDON TO MAYENCE.

See Route No. 6, page 223, thence per railway to Castel, and by omnibus to

## FRANKFORT-ON-THE-MAINE.

Population, 62,000.

TELEGRAM, 20 words to London, 8s. 6d.

**HOTELS.**—D'Angleterre, an excellent family hotel, landlord, Mr. J. G. Bertholdt; Westendhall, a very good house, conveniently situated near the railway station; De l'Union, formerly Weidenbusch, well known, excellent, and reasonable family hotel; Landsberg, excellent and comfortable; De Russie, one of the best in Europe, conducted by Mr. Reid, well known to English travellers for his obliging civility and attention; De l'Empereur Romain, a first-rate family hotel, landlords, Messrs. Lohr and Alten. Tariff—Room, 1 florin; breakfast,  $\frac{1}{2}$  florin; dinner, 1 florin.

**BRITISH CONSUL.**—Robert Koch, Esq., Consul General.

**CAFE MILANI**, adjoining the Theatre. This is almost the only Café à la Française to be seen in any town near the Rhine. English travellers will find it a capital place, every thing first-rate, and well served; moreover there is a good supply of English newspapers.

**INNS.**—Court of the Rhine, Wirtenburg, Crown. Much cheaper than the hotels.

**CAFES.**—Holland, Parrot.

**HACKNEY COACHES** with two horses in the town,  $\frac{1}{2}$  hour 24 kreutzers; with one horse, 12 kreutzers.

**DILIGENCES** in almost every direction.

**RAILWAYS** to Darmstadt, Mannheim, Heidelberg, Carlsruhe, Baden, Strasburg, Freiburg, Basle, Offenbach, Castel, thence by omnibus to Mayence, Bieberich, Wiesbaden.

**MOST REMARKABLE OBJECTS.**—Town Hall, Cathedral, Churches, Exchange, Bridge, Monuments, Library, Collection of Paintings (Städelsche Institut), Mr. Bethmann's Garden, with the Ariadne, Mr. Rothschild's Garden, Cemetery, Casino (Newspapers), Lenkenberg Museum, Palaces of Thurm and Taxis, Bunderstag Post Office, Hospital, Palace of the Teutonic Knights, the Tower (Pfarrthurm), Meat Market, Rolmer, New Exchange, Bathing Establishment, Custom House, Theatre, Mainlust Garden, Saalhof.

**MOST INTERESTING PLACES IN THE VICINITY.**—Mainlust, the Tannus Mountains and Königstein,

Homburg, Bornheim, Hausen, Bockenheim, Bodelheim, Forsthaus, Riedhof, Offenbach, Ems, Schwalbach, Schlangenbad, all celebrated for their baths.

Here luggage must be looked after.

**HINTS.**—Thence per railway, *via* Bamberg, Hof, Leipzig, Dresden, Prague, and Brunn, to

## =†VIENNA (WIEN).

Population, 440,000.

TELEGRAM, 20 words to London, 12s.

**HOTELS.**—Archduke Charles, a first-rate house, highly recommended, the proprietor, Mr. Schmeider, is both attentive and obliging; Munsch, a first-class hotel for families and gentlemen, deservedly recommended; Meissl, in the Neumarkt, one of the finest squares of Vienna, a well-conducted, good house; The Empress Elizabeth, or Kaiserin Elizabeth, a well conducted good house, at which there are two table d'hôtes daily; Stadt London; Matchaker Hof. (Waiters are called "Kellner.") Tariff—Room, 1 to 3 florins; breakfast, 40 kreutzers; coffee, 24 kreutzers. Table d'Hôte only at the City of London (1 florin).

**TRAITTEURS.**—Casino, Golden Lamb, Golden Globe, Snail, Sperl's.

**CONFECTIONERS.**—Dehne's (celebrated for its Ices), Tuchs, Paltzels.

**PASTRY-COOKS.**—Several on the Lobkowitzplatz. Underthen Tuchlanten.

**KUTRIES.**—Lenkey's, Daum's, Drei Lün fer, Drei Loiven, Schwazze, Kamel.

**ALE HOUSES.**—Tubakspfeife Rebnuhn Schnecke, Sieben Sterne, Mayerhofers, Drei Ruben.

**BATHS.**—The Diana and Sophia—both have swimming baths.

**HACKNEY COACHES.**—For the first hour, in the city, 1 florin; following hours, 24 kreutzers; a single drive, in the town, 30 kreutzers; from the town to a suburb, 40 kreutzers; from the town to railway, 1 florin.

**OMNIBUSES** to nearly all places. Fares, per person, 10 to 15 kreutzers; to railway, 6 kreutzers.

**LUGGAGE** inspected on arrival, and the traveller must not carry upon his person, cards, books, or tobacco.

**RAILWAYS.**—To Baden, Gratz, Brünn, Bruck, Cilly, Pesth, Prague, Dresden, Trieste, Presburg, and Frankfort.

STEAM BOATS to Linz in 20 hours; Pesth, 24 hours.

DILIGENCES to Linz in 16 hours; Presburg, 10 hours; Budweis, Feldkerch, Graunden, Innsbruck, Ischl, Krems, Milan, Munich, Marienbad, Odessa, Oedenburg, Ofen, Pesth, Passau, Raab, Regensburg, Salzburg, Steyer, Venice, Znaim.

PASSPORT.—It is absolutely indispensable that the traveller should provide himself with a Foreign Office passport, previous to entering the Austrian territory. It will be taken from him on his arrival, and a certificate will be given him; within twenty-four hours he must personally go and inquire for it at the police office (No. 564, Spenglergasse). He will then receive a ticket to enable him to reside at Vienna for six weeks, after which he must again apply for permission to remain longer. He *must* apply the day *before* the leave expires. If he wishes to visit any place within the city, a pass to enable him to do so will be given, on application at the police office, but he cannot make any excursions without it—*implicitly* must he adhere to these rules, for in no part of the world is such espionage adopted over foreigners as at Vienna. No courtesy is shown to any strangers on this head.

THEATRES.—Imperial Court Theatre (Burgtheater); Italian and German Operas and Ballet (The Kärntheater); Opera and Comedy (The Theatre on the Wien); Josephstadt and Leopoldstadt Theatres.

PUBLIC MUSIC.—Domayer's Casino (directed by Strauss) Volksgarten; Sperl's, Glace's, Paradiesgarten.

MOST REMARKABLE OBJECTS.—The Churches, Imperial Tombs, Monuments, Fountains, Palaces, Library, Museums, Riding School, Royal Stables and Carriages, Treasury, Arsenal, Imperial Collections of Pictures, Collection of Ambras, Egyptian Museum, The Princes Lichtenstein and Esterhazy's, Counts Czerni and Schoöborn, Baron Dietrech and Mr. Aribaber's Collections; Polytechnic, Glacis, Medicinal Academy and Collection, Imperial Garden, Volksgarten, Prater, Augarten, Botanical Gardens, Normal School, Infirmary, Hospital, Post Office, Lunatic Asylum, Dumb Institution, Mint, Exchange, Statues, The Public and Nobility's Gardens—all open to the foreigner.

Bruck to Trieste, see Route 9, page 234.

# SKELETON OF ROUTE No. 11.

LONDON, VIA HULL, HAMBURG, DRESDEN, AND TRIESTE  
TO CALCUTTA &c.

Miles from London.	Names of Stations.	Mode of Conveyance.	Length of Journey from Station to Station.			Length of Stoppage at Station.			Total Length of Journey.			Luggage Allowed Free.	Charges for Overweight.	Fares.		Extra Expenses.		Total Expenditure.		
			D.	H.	M.	D.	H.	M.	D.	H.	M.			1st Class.	2nd Class.	Hotel.	Incl. dental.	1st Class.	2nd Class.	
—	London .....	Rail	7th, 30th, 23rd, 31st	..	8	..	..	..	..	..	8	..	100	56	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
244	Hull .....	..	7th, 20th, 23rd, 31st	2	7	0	..	1	12	0	1	12	0	..	..	1 14	6	0	3	0
550	Hamburg .....	Pkt.	9th, 22nd, 26th, 2nd	..	..	..	..	1	0	0	1	0	0	..	..	..	..	..	0	3
709½	Trieste .....	Rail	11th, 23rd, 26th, 3rd	1	21	..	..	1	0	0	1	21	0	50	6d.	2	0	0	1	0
	Trieste and Alexandria {	..	12th, 21st, 27th, 5th	..	..	..	..	1	0	0	1	0	0	..	..	6	3	0	4	0
	As per Route No. 10, p. 236.	Pkt.		..	..	..	..	3	2	0	3	2	0	..	..	..	..	1	0	0
1627½	Alexandria ....	..	17th, 27th, 2nd, 10th	5	8	51	5	2	0	10	10	51	..	112½	18 4	0	13	1	0	4
				..	..	..	..	..	..	..	..	..	336	168	18	4	0	13	1	0
2931½	Miles.		Days	9	20	51	11	16	0	21	12	51	..	..	23	11	6	19	13	0
																6	8	0	18	0
																36	7	6	27	18

The Homeward-Bound Traveller must reverse this Route, &c.

The remainder of the Route the same as laid down in Skeletons Nos. 1, 2, and 3, Pages 69, 114, and 169.

## ROUTE No. 11.

Leave London per railway for

## HULL.

Population, 85,000.

TELEGRAM, 20 words to London, 4s.

**HOTELS.**—Brodie's Royal Station, first-class for families, private or commercial gentlemen, excellent; Dodsworth's Commercial and Family; The George; Glover's Commercial; Bainton's Victoria (on the Quay). **Tariff**—Bed, 2s; breakfast, 2s; dinner, 3s; tea, 1s. 6d.; attendance, 1s; lights, 1s; fire, 1s; private room, 5s. per diem.

FLYS, 1s. per hour.

**RAILWAYS** to London and various other parts of England.—*See Bradshaw's Descriptive Hand Book of Great Britain.*

**STEAMERS** to almost all parts of the Continental Kingdoms, &c.—*See Bradshaw's Railway Guide.*

**MOST REMARKABLE OBJECTS.**—Town Hall, Docks, Exchange, Custom House, Post Office, Hospital, Theatre, Zoological Gardens, Citadel, Museum, and in the vicinity, South Cove, the ancient seat of Washington's ancestors, who emigrated therefrom to the United States in the 17th century.

## —† HAMBURG.

Population, 160,000.

TELEGRAM, 20 words to London, 8s.

**HOTELS.**—De l'Europe, an immense house, with 180 rooms, and fitted up with all English comforts. Mr. Brettschneider jun., speaks English like a native. **Tariff**—Room, 24 schillings; breakfast, 12

schillings; dinner, 24 schillings. There are also the St. Petersburg, Russia, and other hotels, but most of them are too German for the English traveller.

**BRITISH CONSULS.**—G. Hodges, Esq., Consul General; W. Waddilove, Esq., Vice Consul.

**TRAITTEURS.**—Hacker's, Bierhalle.

**CAFES.**—Pavillons on the Alster.

**OMNIBUSES** in all directions.

**HACKNEY COACHES** (Droschken); for 1 or 2 persons for half an hour, 10 schillings.

**BATHS.**—In the Bathing Houses on the Alster, John's Swimming School.

**THEATRES.**—The Stadt, Thalia, Tivoli, Urania.

**NEWSPAPERS.**—Borsenhalle, and at the Reading Rooms of Perthes, Besser, and Mauke.

**DILIGENCES** daily to Bremen in 15 hours; to Lubeck in 7; Rostock and Frankfort.

**RAILROADS.**—To Kiel in 3, Berlin in 9; Hanover 9; Dresden 15 hours; Prague, Vienna, and Trieste.

**STEAMBOATS** to Amsterdam in 40, London 60, Hull 44, Magdeburg 40, Havre 50, Heligoland 15, Norderverey 6, Cuxhaven 6 hours, Hoopte, Gluckstad, and Harburg, daily.

**MOST REMARKABLE OBJECTS.**—Exchange, Harbour, Old and New Jungfernstieg, Silles's Bazaar, Cemeteries, Berg, Churches, Orphan Asylum, Klopstock's (the Poet) house, &c.

**MOST INTERESTING PLACES IN THE VICINITY.**—Ottensen, Rainvilles, Wausbeck, Flottbeck, Boot's Flower Garden, Elbhohe, Esplanade, Bauer's Parks, &c.

**HINTS.**—Thence per railway, via Berlin, Dresden, Prague, Vienna, to Trieste; thence to Alexandria via Route No. 10, page 236.

# SKELETON OF ROUTE No. 12.

FROM LONDON, VIA HAMBURG, BERLIN, TRIESTE, ALEXANDRIA, &c., TO CALCUTTA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, as far as the route to India and Alexandria, by the Austrian Lloyd's steamer, leaving that port on the 6th, 12th, 20th, and 27th of every month.	Length of Journey from Station to Station.	Length of Stoppage at Station.	Total Length of Journey.	Luggage Allowed Free.	Fares.	Extra Expenses.	Total Expenditure.
			D. H. M. D. H. M. D. H. M.	D. H. M. D. H. M.	D. H. M. D. H. M.	D. H. M. D. H. M.	1st 2d cts. cts.	1st 2d Class.	Incl. Hotel d. s. d.	1st 2d Class.
—	London .....	Pkt.	3rd, 11th, 18th, 27th	2 7 0	.. ..	2 7 0	100 56	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d. £ s. d.	£ s. d. £ s. d.
482	Hamburg....	..	6th, 14th, 21st, 30th	.. ..	1 0 1	0 0	.. ..	.. ..	.. ..	.. ..
176	Berlin.....	Rail	7th, 15th, 22nd, 31st	0 9 0	.. ..	0 9 0	56 56	1 5 0 0 18 0 1	0 0 0 2 0 2	2 7 0 2 0 0
538	Trieste .....	Rail	8th, 16th, 23rd, 2nd	.. ..	1 0 1	0 0	.. ..	.. ..	.. ..	.. ..
290	Trieste .....	..	11th, 19th, 26th, 4th	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
1592	Alexandria, as per Route No. 10, page 236, .....	..	12th, 20th, 27th, 5th	1 22 0	.. ..	2 0 0	.. ..	5 2 0 3 12 0 0	5 0 0 3 0 5	10 0 4 10 0
1592	Alexandria, as per Route No. 10, page 236, .....	..	12th, 20th, 27th, 5th	.. ..	1 0 1	0 0	.. ..	.. ..	1 0 0 0 10 0	1 10 0 1 10 0
1592	Alexandria, as per Route No. 10, page 236, .....	..	17th, 27th, 2nd, 10th	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
2734	Calcutta .....	Days	9 22 51 8 4 18 2 51	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..

\* Overweight Charges for Luggage—London, 4d. per lb.; Alexandria, 4d. per cwt.  
The remainder of the Route as laid down in Skeletons Nos. 1, 2, 3, pages 69, 116, and 189.  
The Homeward-Bound Traveller must reverse this Route.



## ROUTE No. 12.

London to Hamburg, see Route 11, page 239.

= + BERLIN.

Population, 350,000.

TELEGRAM.—20 words to London, 11s.

**HOTELS.**—De Russie, near the Schlossbrücke, within five minutes' walk of the Royal and public buildings; a first-rate house, which deserves in every respect its European reputation. The landlord is very attentive and obliging: Du Nord, a good first-rate house, and highly recommended. Landlord, Mr. Brandt; De Rome, under the Tilleuls, one of the largest and best hotels in the capital; Victoria, in a good situation on the Unter den Linden, much commended; Manhardt; Best Restaurants, Mielentz, 28, and Meinhardt's, 33, Unter den Linden, Sandra. Tariff—Beds, 15 Silbergroschen; Breakfast, 7½ Silbergroschen; Table d'Hôte, 15 Silbergroschen; Sitting Room, 10 Silbergroschen.

**VINTRIES.**—Lüller's, Schullz's, Gerold's, Thierman's, Salle Tarone.

**CONFECTIONERS.**—Stehely's (English newspapers), Sparguasun's, Giovannoly's, Josty's, Krauzler's (famous for its ices), Fuch's (one of the best on the continent).

**ALE HOUSES.**—Hoppold's, Topper's, Wallmüller's, Flugges.

**BATHS.**—Packhof, No. 1, Neue Friedrichstrasse, No. 18, Wilhelmstrasse, No. 2.

**THEATERS.**—Great Opera and Royal.

**HACKNEY COACHES.**—(Droschken) 1 or 2 persons each turn, 5 Silbergroschen; 3 or 4 persons each turn, 7½ Silbergroschen (table of fares hung up in each vehicle).

**VALET DE PLACE.**—1 Dollar per diem.

**MALLEPOSTS** to Danzig in 37, and to Königsberg in 46 hours.

**DILIGENCES** to Bromberg in 41, Danzig 52, Königsberg 64, Posen 27 hours.

**RAILROADS** to Potsdam in 45 minutes; Hamburg, 9 hours; Breslau, 14 hours; Magdeburg, 4 hours; Leipzig, 6½ hours; Hanover, 10 hours; Stettin, 4½ hours, and also to Hamburg, Dresden, Frankfurt, Vienna, and Trieste.

**MOST REMARKABLE OBJECTS.**—The Gate of Brandenburg, Monuments, University, Arsenal, Palaces, Houses of Bronze, Cabinet of Curiosities, Museum, Collection of Paintings and Antique Vases, Observatory, Botanical and Zoological Gardens, Fashionable Promenade, Kroll's Garden, Gunther's Local, Odeon Diorama, Panorama of Gropius, Churches, Opera, Kunst Kammer, Reading Room, Theatres, Post House, Town Hall, Hospitals, Guard House, Markets, Post Office, Mint, Artillery Barracks, Hotel of Invalids, Veterinary College, Linden Tree Walk, Long Bridge, Apartments of Frederick the Great in the Palace, Exchange, Cathedral, King's Library, Thiergarten.

**MOST INTERESTING PLACES IN THE VICINITY.**—Palace of Charlottenburg, Monuments, Potsdam, Sans Souci, Pfauen Insel.

Trieste to Alexandria, see Route No. 10, page 236.

## SKELETON OF ROUTE No. 13.

FROM LONDON VIA DOVER, CALAIS, PARIS, MARSEILLES, MALTA, ALEXANDRIA, SUEZ, ADEN, CEYLON  
(POINT DE GALLE), TO PENANG, SINGAPORE, HONG KONG, AMOY, AND SHANGHAI.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London, and arrival at India (Malacca, Calcutta, and China) by which sail from Marseilles on the 11th & 27th.	Length of Journey from Station to Station.			Total Time of Journey		Long-gage Allowed.	Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.		1st class.	2nd class.	Hotel.	Incidental.	1st class.	2nd class.
601½	London via Routes 1, 2, 3. See Pages 69, 115, and 186, Point de Galle ....	Rail & Pkt.	6th, 22nd	24	21	5	20	30	10	336 lbs	£2.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	Point de Galle .....	Pkt.	6th, 22nd	..	..	1	0	1	0	..	..	..	..	..	..	..
	Penang .....	Pkt.	12th, 28th	..	..	0	12	..	12	..	£1.	..	..	..	..	..
	Singapore .....	Pkt.	12th, 28th	2	0	..	..	2	0	..	..	5 5 0	..	..	..	..
	Hong Kong * .....	..	14th, 30th	..	..	1	0	1	0	..	..	..	1 0	0 0	5 0	..
1437	Hong Kong to Shanghai .....	..	15th, 1st	8	0	..	8	0	0	..	..	15 15 0	..	..	15 15 0	15 15 0
9044½	Hong Kong to Shanghai .....	..	23rd, 8th	..	..	4	0	4	0	..	..	..	4 0	0	4 0	4 0
800	Hong Kong to Shanghai .....	Pkt.	27th, 10th 1st, 15th	4	0	..	..	4	0	..	..	20 0 0	..	..	20 0 0	20 0 0
9844½	Hong Kong to Shanghai .....	..	Days ..	44	21	12	8	56	22	..	..	145 10 9	131 10 7	14 13	25 15	4151 13 9

\* The Mail for Manila sails from Hong Kong on the 9th and 24th of every month, and arrives there on the 13th and 28th, and returns with the Homeward Mail on the 9th and 24th of every month, arriving at Hong Kong on the 13th and 28th.

The Homeward Mail Packet leaves Shanghai, on the 7th and 23rd; arrives at Hong Kong, on the 12th and 28th; and then leaves for Point de Galle and Bombay on the 15th and 30th, via Aden. The Homeward-Bound Traveller must reverse the Route.

## ROUTE II.

## TO CHINA.

Route Nos. 1, 2, 3.

London to Pointe de Galle, see Routes Nos. 1, 2, and 3, pages 69, 115, 189.

**SEA VOYAGE** (5 days, *via* Point de Galle to Penang). Leaving the *bad* harbour, or roadstead, of *Point de Galle*, we proceed for three days without sighting land, during which, if the passenger is on board a steamer carrying *opium*, he will experience considerable *drowsiness*, which he should endeavour to shake off; but on the morning of the fourth day, the vessel steams along the *Straits of Malacca*, and we now behold the *Gold Mountain of Sumatra*, 10,000 feet high, rising on the right like a stupendous cone on the horizon, and on the 5th we enter the harbour of

## PENANG, OR PRINCE OF WALES' ISLAND.

(Called by the natives *Pulo Penang*, or *Betel Nut Island*, so named on account of its form resembling the *Areca Nut*, which grows there in abundance).

**CAPITAL.**—George Town.

**POPULATION**, about 39,589.

**PASSPORTS.**—See page 33.

**HOTEL.**—The British. *Tariff*, 16s. to 24s. per day, (*Rupees*, 8 to 12), exclusive of all drinkables.

**CONVEYANCES.**—*Palanquins*, *Horses*, *Carriages*, *Boats*, &c., the same rates as at *Bombay*.

**STEAMERS.**—*Peninsular and Oriental Company's Steamers* (*Brown and Co.*, agents) arrive here outward-bound on the 12th and 28th with the *English and Bombay mails*, and sail homeward-bound with the same on the 10th and 25th of every month.

**THERMOMETER** 60° annual range on the hills, 90° to 76° in the valley.

**POSITION.**—Two miles off the north-west side of *Malacca Straits*. *Latitude* 5°, 25', north. *Longitude*, 100° 21' 30" east, divided longitudinally by a ridge of mountains.

**CLIMATE** delightful, *January and February* being the dry, and *April, May, and June* the rainy months. *Mornings* cool, and during some seasons so cold and foggy that warm clothing must be worn.

**PRODUCTIONS.**—*Cocoa-nuts*, *Mangoes*, *Palms*, *Plantains*, *Mangosteens*, *Rambutans*, *Pepper*, and timber for ship building.

**DISEASES.**—*Cholera*, *Fever*, *Diarrhoea*, *Dysentery*, *Ulcers*, and *Rheumatism* prevail.

**MOST REMARKABLE OBJECTS.**—*Forts*, *Esplanade*, *Churches*, *Dissenting Chapels*, *Harbour*, *Fortifications*, *Arsenal*, *Convict Yard*, *Prison*, *Bazaars*, *Government House*, *Hospital*, *Post Office*, *Betel Nut Groves*, *Custom House*, *Barracks*, *Markets*, the *Cascade*—the summit of which closely resembles the *Col de Colma*, between *Orta* and *Varallo*—the path leading to it is strewn with beautiful ferns, *rhododendron* and sensitive plants—*Chinese (shed) shops*, *Nutmeg plantations*, *Love-lane*, *Light-street*, and *Old Battery-street*, &c.

**IN THE VICINITY.**—The *Betel Nut Groves*. *Roads*, which are excellent. *Mountain Falls*, on the road to a hill, from which an extremely fine view of the *Island of Malacca* and the ocean may be obtained; also the mountain range, 2,500 feet above the sea, which is beautifully picturesque, and not far distant from the town. The valley 3 miles broad.

**REMARKS ABOUT THE ISLAND.**—It was purchased by the *Honourable East India Company* from the *Natives* in 1786, lies on the west coast of the *Malay Peninsula*, at the entrance of the *Straits of Malacca*, is 18 miles long, 8 broad, divided longitudinally by a ridge of high mountains, which extend from north-east to south-east, and is the seat of government for all British possessions in the *Straits of Malacca*. In 1858, an *American sailor* was hung here for the murder of the mate. He was the first white man ever executed on this island.

**NEWSPAPERS.**—The *Strait Times*, the

property of Mr. Wood, whose American *small single-hand* printing-press should be inspected.

**ATTRactions.**—The Commercial Square, houses one storey high, shops porticoed and kept by Chinese, Buddhist Temple, Joss Houses, with the statue of a Sun having a large carved bull in his mouth at the entrance gate, Joss sticks burning, and a large drum and bell hanging from the roof; Perambulating Restaurants, the keepers beating bamboo sticks to draw customers; Mr. Whampoa's country seat, with its elegant and extensive gardens; the Theatre, open at 9 p.m., as large an edifice as the Free Trade Hall, Manchester; Burial Ground at the side of the hill, with Chinese Tombs therein; the Docks, being rapidly constructed for the P. and O. Company.

**HINTS.**—Travellers must take care when visiting this place *en route*, to ascertain, previous to going on shore, the exact hour appointed for the departure of the steamer to Singapore, and be punctual in returning on board, as the vessel sails precisely at the time specified. All Europeans should be careful not to expose themselves to the rays of the sun. Here Malacca canes and Penang "*Lawyers*" should be purchased.

**SEA VOYAGE** (2 days), Penang to Singapore. This journey is exceedingly interesting, as during the whole time land is visible. The fine mountain ranges of Malacca are seen, which increase in height as they extend into the interior, and a number of mountainous islands intercept the view of Sumatra, which would otherwise have been extremely pleasing.

#### † SINGAPORE, OR LION'S TOWN.

**POSITION.**—Eastern extremity of the Straits of Malacca.

Lat.  $1^{\circ} 10' N.$ , Long.  $103^{\circ} 15' E.$  This settlement was founded in 1819.

Population, 60,421.

**HOTELS.**—The British, Del'Esperance, *the best*. Paddy Goose Tavern, kept by Madras Bob, a noted landlord.

**TARIFF.**—16s. to 24s. (8 Rs. to 12 Rs.)

per diem, exclusive of all drinkables, which are charged at the same prices as at Bombay. Passports, see page 33.

Telegraph to Batavia is now open.

**CONVEYANCES.**—Palanquins, Horses, Carriages, Boats, &c., the same rates as to Bombay.

**STEAMERS.**—Peninsular and Oriental Company's Steamers (H. T. Marshall Esq., agent) arrive here outward bound on the 14th and 30th, with the English and Bombay mails, and sail homeward bound with the same on the 7th and 22nd of every month. Dutch Government steamers to Batavia, on the 1st and 15th of every month, in 5 days, the rates of passage in which are 40 dollars (£10), exclusive of drinkables.

**SAILING VESSELS.**—Upwards of 3,000 annually to all parts of the globe.

**COINS.**—Spanish dollars, divided into 100 parts, represented either by Dutch doits, or English copper coins of the same value. Gold Dust is sold by a Malay weight, called the Bungkal, equal to two Spanish dollars, or 832 grains Troy.

**CONSUL.**—John P. O. Sullivan, Esq. American.

**BANKERS.**—The Chartered Bank of India, Australia, and China; Oriental Bank Corporation.

**WEIGHTS.**—The following are in use:—1 Picul makes 100 Catties, equal to  $133\frac{1}{2}$  pounds avoirdupois; 40 Piculs make 1 Cayan of Rice.

**THERMOMETER.**— $71^{\circ}$  to  $89^{\circ}$  in-doors;  $100^{\circ}$  to  $117^{\circ}$  in the sun.

**RAINS.**—Moderate, for about 150 days yearly.

**SEASONS.**—There is neither summer nor winter, and even the periodical rains are short and not very well defined, as the showers are always moderate, which arises from the island being only 80 miles from the equator.

**CLIMATE.**—Extremely healthy, and although hot, there is very little variation in the temperature. Sun rises at 6 a.m., and sets at 6 p.m.

**REMARKS ABOUT THE ISLAND.**—Singapore, the great entrepôt for European and Asiatic merchandise, is of an elliptical form, about 27 miles long, 15 broad, contains an area of 270 square miles, and is not more than 100 miles in circumference; this estimate includes 50 desert islets, the sea, and the whole of the straits, within nine or ten miles of the island. It is separated from the main island by a small strait not more than a quarter of a mile wide at the narrowest part. In front of the island is a chain of islands inhabited by a few wild tribes, of whose manners and customs very little is known. The town is situated on two sides of a salt creek, that empties itself into the sea at the west head of a deep bay, and which is only navigable for small boats, so that vessels are obliged to lie in the open harbour, at about two miles from the town, according to the water which they draw. The highest spot is Bukit Temah, 500 feet above the sea. All merchandise is discharged at the doors of the principal warehouses. There are two excellent markets daily for vegetables, fruits, fish, meat, green turtle, all of which are very good and reasonable. This place is chiefly an entrepôt of merchandise, the value of its annual imports may be estimated at £3,500,000, and its exports £3,000,000. From its salubrity of climate, it has most justly been termed "The Paradise of India." Horses, however, cannot be bred here, they must be imported. The nutmeg plantations should be visited. Here an European garrison has been permanently quartered.

**HINTS.**—All passengers paying their passage money at this place for Batavia and the Australian ports, either to the Peninsular and Oriental Company, or the Dutch Government steamers, must do so in sovereigns or Spanish dollars.

#### THE ISLAND OF LABUAN,

Situated 30 miles N. of Borneo, is about 25 miles in circumference, and likely, at no

distant period to rival Singapore. It has an elevation of about 70 feet above the sea, and is entirely covered with a dense forest, interspersed with lofty trees. The woods extend to the very edge of the ocean, whose waves roll inward and break against the shores beneath their green boughs, and close to the kind of laurel which produces camphor. The sea in this vicinity abounds with fish, the chief food of its scanty (300) population. The interior is intersected by numerous streams, all but *two* of which are dry in the hot season, but plenty of water is found by digging. In the N. there is a beautiful valley, through which flows a superb cascade; and most of the streams flow over beds of coal, which belong to the kind called cannel, with resin. It runs into cakes, or forms into a solid mass when burning, emits a deal of heat and flame, leaves a small quantity of light white ashes, and when once the fires are made up they do not require raking and poking, or clearing more than once in every 4 hours, and it is equal to any English coal. Mr. Maclaren, the superintendent of the Labuan Coal Company, with a staff of ten English miners is now working these mines; 110,000 tons obtained annually. They belong to the E. Archipelago Company, and coal can be procured here at 40s. per ton, and delivered at Hong Kong for 45s. per ton; the price paid for coal at Hong Kong and Singapore is 60s. to 65s. per ton. The scenery in the extremity is highly picturesque, and as its shores are approached from the N. the island appears like a sparkling emerald rising from the sea, clad with verdure from the water's edge to the very summits of its heights.

#### HISTORICAL REMINISCENCES:—

1846. Captain Rodney Mundy, of H. M. Ship, *Iris*, hoisted the British flag on this Isle.  
Commander Heath discovered valuable seams of coal.

1846. The East India Company's Steam Ship, *Nemesis*, anchored within 120 yards of the N.E. extremity of the sea, and received 40 tons of coal.

**SEA VOYAGE** (8 days.)—From Singapore to Hong Kong. The coast of Malacca being tolerably high presents a picturesque appearance, which is heightened by the well wooded mountain ranges, all covered with beautiful verdure, infested with herds of tigers, droves of which are distinctly seen. The large solitary rock, called the "Shoe,"

is passed, but why so termed it is impossible to conjecture, as it much more closely resembles the appearance of a mastiff or shepherd's dog's head. The mouth of the Si-Kiang (Tigris), one of the principal rivers in China, is also passed, and is about eight nautical miles broad just before it enters the sea. Its mouth is, however, so contracted by hills, that it loses the greater portion of its breadth. The scenery around it is very beautiful, and the fortifications on the tops of the hills render the view quite romantic and picturesque. We then enter.

## CHINA.

This country (called by the natives Tchou-Koue, "*centre of the earth*"), comprises all the countries which reach E. and W. from the sea of Okhotsk to Kokhan and Badakshau, about 3,350 miles, and N. and S. from Tonguin to Asiatic Russia, also a distance of about 2,100 miles, and includes all the table land of the habitable

globe, or one-third of the whole continent of Asia. It lies between 15 and 52° N. latitude, and 70 and 135° E. longitude—is 5,097,999 square miles in extent, has a population of 685,595,432 and is subdivided into

**CHINA PROPER**, which contains 18 provinces, viz:—

Provinces.	Capital.	Area in Square Miles.	Population.	Chinese Names.	English Meaning.
Chill .....	Pih-Kin or Peking.	58,949	40,000,000	Foo or Fuh ...	Town of the first class.
Kiang-tsu.....	Keang-ning-fuh } or Nankin ...	92,961	54,494,641		
Gau-Hevrug .....	Gan-khig-fuh .....	...	49,201,992	Chou or Choo	Town of the second class.
Kiangse .....	Nan-chung-fuh ...	72,176	43,814,866		
Fuh-Kien .....	Fuh-chan .....	53,480	22,699,460	Hien or Heen	Town of the third class.
Che-Kiang .....	Hang-chou-fuh ...	39,150	37,809,765		
Hoo-Pih .....	Woo-chang-fuh } Chang-sah-fuh }	144,770	39,412,940		
Hov-nan .....	Tso-nan-fuh .....	65,104	26,859,608	Ho.....	River.
Shan-tung .....	Kae-fung-fuh .....	65,104	41,700,621	Kiang .....	
Ho-nan .....	Tae-guen-fuh .....	55,268	33,173,526	Keou.....	Mouth.
Shan-se .....	Legau-fuh .....	154,008	20,166,072	Hou .....	Lake.
Shen-se .....	Lau-chow-fuh ...	...	14,698,499	Hal .....	Sea.
Kan-su .....	Chin-too-fuh .....	166,800	21,878,190		
Sze-chuen .....	Canton .....	79,456	30,867,375		
Kwang-tung .....	Kwei-lue-fuh .....	78,250	27,610,123		
Kwang-se .....	Yunnan-fuh .....	107,969	10,534,429		
Yun-Nan .....	Kwel-yang-fuh ...	64,554	8,008,300		
Kwei-Chon .....			7,615,025		
Total .....		1,297,999	530,595,432		

# CHINESE TARTARY, which contains four Provinces, viz :—

Provinces.	Capital.	Area in Square Miles.	Population.
Manchooria.....	Kirin Oola .....	750,000	35,000,000
Mayolia.....	Ourga .....	850,000	35,000,000
Little Bokara.....	Kashgar .....	950,000	60,000,000
Corra .....	Kingkitao .....	450,000	20,000,000
Total about .....		3,000,000	150,000,000

and is 1,250 miles broad, and about 3,000 long.

**THIBET** or **TIBET**, called by the natives Pice or Pue Kou-chim (snowy region of the north), and the Tangat of Marco Polo, which contains three divisions, viz :—

Provinces.	Capital.	Area in Square Miles.	Population.
Tibet Proper .....	Sassa .....	630,000	2,280,000
Bootan.....	Tassiusdon .....	65,000	1,640,000
Little Tibet.....	Ludak .....	55,000	1,180,000
Total .....		800,000	5,000,000

and is 2,500 miles long and 500 broad.

The country of China Proper is diversified, flat, fertile, and intersected with numerous large rivers, canals (the Grand Canal carries an inland navigation from Canton to Pekin, 1,400 miles; it was begun in the 13th century, and 30,000 men were employed 43 years to complete it), and several chains of granite mountains. In appearance it is beautifully picturesque, owing to the style of building, and form of the trees and plants. The soil is good, and agriculture in the highest degree of perfection. The climate of the southern part is very hot, and the northern part liable to the rigours of an European winter. Their language is the most singular on the face of the earth, and seems originally to have been hieroglyphical. Education is general, and the children of the poor are taught to follow the trodden profession of their fathers. Its manufactures and productions are, viz :—

Manufactories of almost every article of industry, Porcelain (the clay is called *Kaolin*), Gold, Silver, Iron, White Copper, Cinnamon, Copper, Mercury, Lapis Lazuli, Jasper, Rock Crystal, Woodstone, Granite,

Porphyry, Marbles, Tin, Lead, Coal, *Tutenague* (a mixture of copper and zinc). In it are to be found growing the Tallow Orange, Plantain, Tamarind, and Mulberry Trees, Tea Plant, Lime, Citron, Lemon, Pomegranate, Vine, Tse-tse (a kind of fig), Li-tchi (like a date in size), Long-yeu (Dragon's eye), Pi-tai (water chesnut), Tsi-chu (varnish tree), Camphor Tree, Bamboo Reeds (as large as big trees), Tie-by-mon (Ironwood), Cotton, Betel, Tobacco, &c. Musk Deer, *Tigers*, Buffaloes, wild Boars, Bears, Rhinoceroses, Camels, Deer, Kinki (golden fowl), the finest in the world; and some of the most beautiful birds, both in form and plumage, abound in this extensive empire.

The Chinese are of a dark copper-colour complexion, small eyes, high cheek-bones, pointed chins, flat noses, and large ears, and the female is considered beautiful in proportion to the smallness of her foot. They are greatly addicted to smoking opium, and their manners are different from those of all other nations. Their religion is the doctrine of Confucius.

The country of Chinese Tartary is diversified by all the grand features of

nature, having extensive chains of mountains, immense rivers and lakes, intersected by the vast desert of Cobi (Herodotus' Golden Desert) or Shamo (1,400 miles in length) having only a few oases and habitable spots; it is destitute of water and plants, and only camels can with safety pass over it. The soil is chiefly black sand; wheat is cultivated, and agriculture not wholly neglected. Their trade consists in Guiseng Pearls, Musk, and Gold. Camels, tigers, wild horses, asses, and an animal which grunts like a pig, abound in this country. The climate is very cold, but superior to Siberia. It is governed by Khans, who are tributary to the Emperor of China. The inhabitants (Mongols) are a nomadic people, and live principally in tents. Their religion is Shamonism, of which the Dulai Lama of Thibet is the head. There are three languages, viz:—The Mantchoory (the most learned and perfect of the Tartaric idioms), Mongolio, and Tartaric, all radically different from each other.

The country of Thibet, or Tibet, which is considered the highest in Asia, is confused and shapeless, having forests of large trees, and sides of mountains covered with perpetual verdure, yet in some places low rocky hills, and extensive arid plains are encountered. The soil is rocky, and impedes agriculture. The vales are under water in winter, but ploughed and sown in summer. The climate of Bootan is temperate, but the winters are severe. In Tibet a remarkable uniformity of temperature prevails, but its characteristic is dry and parching cold in winter, with little heat in summer. The manufactures and productions are Shawls, Woollen Cloths, Gold Dust, Diamonds, Pearls, Lamb Skins, Musk, Rock Salt, Tincal (crude borak), Wild Fowl, Game, Sheep, Goat, Herds of Cattle, Cashmere Goats, Ponies, Musk Deer. Yak (a singular breed of cattle, with long hair, the tail flowing and glossy), abound in this country. The

Tibetans are gentle and amiable, the women are allowed a plurality of husbands. Their religion is Shamonism, or the system of Boodh, and its chief is the Grand or Dulai Lama, considered as an incarnation of the Deity, and includes the belief in a Supreme Author of all things, under whom the universe is governed by numerous spirits and genii of that great power. The palace of this Pontiff is at Pata-la (Holy Mountain), seven miles E. of Lossa, and is a most magnificent and splendid edifice, containing 10,000 apartments, with vast numbers of solid gold and silver images, besides other ornaments of immense value. They respect the cow and the waters of the Ganges (which they believe to have their source in heaven), and Samiasses or Indian Pilgrims often visit the Grand Lama, several hundred of whom reside at his court.

The Empire of Tchou Koue ("centre of the earth") according to the Chinese records, which must be considered as *questionable*, places the formation of their nation many thousand years before the Deluge (2,348 B.C.), but it is most probable that such took place about 2,207 B.C., when the celebrated Fohi (by many writers thought to be another name for Noah) divided the people into families and tribes, and introduced civil government and the arts and sciences. Sir William Jones, who admits the great antiquity and early civilisation of these people, states that the Sanscrit Records allude to the migration from India of a military class termed "*Chinas*" to the countries east of Bengal, which is probably correct, in as much as no other authors have given any satisfactory derivation of the word "*China* or *Tsin*," except Rendorf, the compiler of "*Mahometan Travellers of the Ninth Century*," who designates it "*Sin*," but pronounced by the Persians "*Tchin*," and many peculiarities of their manners, institutions, and religion bear a close affinity to those of the Hindoos. All we afterwards know of the ancient history of



this empire is that Confucius, their great philosopher, flourished about 530 B.C., and appears to have been a contemporary with the second Zoroaster, the author of the Zend Avesta. Its modern history appears to begin with the great dynasty of Han, which lasted four centuries and a half, and was overthrown in 266 A.D., from which arose six petty dynasties, which lasted from 266 to 608 A.D., but in 618 the royal house of Tang ascended the throne, under whom the empire became powerful and opulent. The most illustrious prince of this line was Tai-tsong, who extended the kingdom as far as Western Asia. This dynasty was succeeded by five lines of weak monarchs, till 960 A.D., when the Song dynasty was founded, which reigned until 1,279 A.D., when this empire became subject to the Mongol Tartars, who are supposed to have been confounded with the Hunni (Huns) under the national name of Khan (people), who in 374 A.D. crossed the Wolga and Don from the banks of the Palus Mæotis (Sea of Azoph), founded an extensive empire between the Theiss and Don, driving the Goths and Alans before them, and in 378 poured down on the provinces of the west and east under Attila, in 435, extended their conquests to the borders of the Baltic Sea, threatened the Roman Empire with destruction, and who seem to have flourished in this kingdom about the year 130 A.D. under the celebrated Khan Oguz, and to have continued making extensive conquests during the reigns of Genghis and Timur. Kublai Khan (grandson of Genghis Khan) was the founder of this new line of monarchs, and extended his power over all Asia. His successors ruled over this nation till 1368, when they were expelled by the founder of the native dynasty of Ming, the last prince of which was Haoitsong, in whose hands the empire fell into disorder. The Mantchoos were called in to quell the disturbances, but in 1644 their own sovereign seized possession of the throne; he was succeeded by his

son (Kanghi) in 1661, who proved himself one of the most distinguished princes that had ever ruled over this vast empire. In 1736 Kien-Song, the fourth sovereign of the Mantchoo dynasty, ascended the throne; in 1799 Kea-King succeeded him, and in 1820 Taou-Kuang, the present emperor, mounted the throne. In 1839 the Chinese Government destroyed all the opium belonging to the British Merchants at Canton, and grossly insulted the British residents. The English Government declared war against them, and after having chastised them most severely a peace was concluded in 1842, and the Island of Hong Kong ceded to England, and a compensation of £5,000,000 sterling was paid by the Chinese as an indemnification for the expenses of the war, and the opium which they had destroyed. At the same time they granted permission to the British to trade at the ports of Amoy, Fuh-Chou, and Shanghai. This empire has for a long time been in a state of civil rebellion, and in consequence of the Chinese authorities having seized upon some English vessels, in 1857, war was again declared against them, and Canton was taken possession of by the united forces of England and France. Commissioner Yeh was captured and carried on board the "Inflexible" to Calcutta, on the 1st March, 1858, and the occupation of the city in 1858, led to a most advantageous treaty being concluded between the English and French plenipotentiaries and the Emperor of China, but which has since been violated by the Chinese. Hostilities were recommenced in 1860, the allied forces occupied Peking, another treaty has been framed, and a large indemnity demanded.

REFERENCES.—Heeren, Herodotus, Turner, Tytler, Brooks, Ewing, Thomson, Cornwall, Sir William Jones, Renaudot, Sir George Staunton, Lord Macartney, Alison, &c.

Passing *Mannichoo Rock*, a few Chi-

nese pirates, the pointed "*Ass's Ears*" Rocks, and the Green Island, we then approach

### HONG KONG.

(Island of Sweet Water).

Principal Port, Victoria, founded in 1842.  
Population, 75,000.

Lat. 22° 12' 30" N. Long. 114° 12' 40" E.

**HOTELS.**—British, Commercial, and others; all bad. A well-conducted establishment would be a valuable acquisition. Tariff—16s. to 24s. per diem, exclusive of all drinkables.

**CONVEYANCES.**—Palanquins, Horses, Carriages, Boats, &c., about the same rates as at Bombay. Junks to Canton, fares, 3 to 12 dollars (12s. to 48s.)

**STEAMERS.**—Peninsular and Oriental Company's vessels (M. Fischer, Esq., Agent), arrive here, outward-bound, with the English and Bombay mails, on the 8th and 23rd; sail homeward-bound, with the above, as well as the homeward Amoy, Manilla, and Shanghai mails, on the 15th and 30th of every month. They also sail for Manilla on the 9th and 24th; Amoy and Shanghai, on the 10th and 27th, and return from the former on the 13th and 28th, and from the latter on the 12th and 24th.

**SAILING VESSELS.**—To all parts of the world at different periods, generally about once a month. Boat hire, half a dollar (2s.) per diem.

**REMARKABLE OBJECTS.**—A memorial, erected in the Happy Valley, in solid granite, 30 feet high, to the memory of the officers, non-commissioned officers, and privates of the 59th regiment of foot, who died there of fever in 1849. Race course, meetings in August.

**LANDING.**—On landing in all parts of China, except Her Majesty's dominions, half a Spanish dollar (2s.), must be paid by each person to the Mandarin.

**CLUBS.**—The Hong Kong, at which travellers can reside, if proposed and

elected by the members—Room No. 7 should be rented, if practicable, as it is airy, and commands an excellent view.

**PHOTOGRAPHERS.**—M. Rossier, Messrs. Negretti and Zambra; the climate considerably affects the chemicals used in that art.

**ARTISTS.**—Senhor Baptista and Mr. Scarth, both first-rate.

**CONSULS.**—French-Hanoverian and Oldenburg, C. Brodersen, Esq.; Sardinian, —Dent, Esq.

**AMUSEMENTS.**—Bowling Green.

**NEWSPAPERS.**—*The China Mail*, *Daily Press*, *Friend of China*.

**BANKERS.**—Messrs. Lindsay & Co.; Chartered Bank of India, Australia, and China; Oriental Bank Corporation.

**PHYSICIAN.**—Dr. Kenney.

**CHAPLAIN.**—The Rev. C. Armistead.

**HOSPITAL.**—The Royal Naval, a fine edifice.

**BRADSHAW'S GUIDE DEPOT.**—A. Dixon, Esq., Recorder.

**COINS.**—Foreign money circulates here, but especially the Spanish dollars, which are frequently cut into halves and quarters, and are termed cut-monies, as in the West Indies and the western coast of Africa. The only coin made in China is the Cash, which is used in small payments. It is composed of six parts copper and four lead, is round, marked on one side, with raised edges, and has a square hole in the middle. A Tael of fine silver is worth 1,000 cash, and is valued at about 6s. 8d. Silver Ingots are used as money, and weigh half a Tael to 100 Taels (best). Gold is sold as merchandise in Ingots, called "Shoes of Gold," of 10 Taels each.

**WEIGHTS.**—The gold and silver weights are:—

16 Tael make 1 Catty.

10 Mace ... 1 Tael.

101 Candarines or } = 1 Tael.  
1000 Cash }

100 Taels make 120oz. 10 dwt. Troy.

1 Tael makes 579.8 English grains.

The merchandise weights are :—

1 Tael makes 0lbs. 1½oz.  
16 do. „ Catty 1½ 0.  
100 Catties make 1 Picul—133½lbs.  
Advoirdupois or 162lbs. 0oz. 8dwt. 13gr.  
Troy.

The Chinese call the Catty (Gui);  
Tael (Lyang); Mace (Tchen); Candarine (Fivan); Cash (Lis).

THE LONG MEASURE:—

Eng. Inches.

10 Punts make 1 Cobre, equal to 14'625  
1 Foot Malhern Tribunal „ 13'125  
1 Do. Builders', called Congpee „ 12'7  
1 Do. Tailors' and Tradesmen „ 13'33  
1 Do. Engineers' „ 12'65

1 Li is equal to 1'897½ feet English,  
192½ Li is equal to 1 Degree.

THERMOMETER in-doors in the shade, 94½°  
„ out of doors „ 99°

Average in August, 84°.

The RAINS are later than at the Indian Presidencies, but much falls in the month of July, during which time it is extremely unhealthy.

SEASONS.—July and August are the hottest months in the year.

SANATORIUM.—Manilla, 4 days' voyage per Peninsular and Oriental Steamers. It should be visited from the middle of June to the beginning of August.

CLIMATE.—It is extremely hot, and much more oppressive than at Bombay, but in the winter months so cold that fires are required.

EUROPEAN MODE OF LIFE IN CHINA.—  
All Europeans generally rise at .. 5 a.m.  
Take a bath and coffee or tea ..... 6 „  
Ride or drive out until..... 8 „  
Breakfast at ..... 9 „

This meal is similar to that in India, and consists of fried fish or cutlets, curry, cold meat, boiled eggs, bread and butter, fruit, pale ale, preserves, &c.

Business hours from.....10 a.m. to 4 p.m.  
Tiffin (luncheon as in India) at ... 1 „  
Dress, and driving out from ...5 to 7 p.m.  
Dinner at .....7 30 „

The dessert generally consists of cheese, with pine-apples, mangoes, long-yeu (which is about the size of a nut, with a brown outside, the edible part being white and tender, though somewhat watery in taste), and lytchi, which is similar to the former, having the kernel black, and is considered by the Chinese as the finest fruit in the universe.

DRINKABLES.—French, Spanish, and Portuguese wines, brandy, soda water, and pale ale, all of which are iced.

TEA.—It is always served up on a tray in the evening, after dinner, as *casse noir* is done in France.

THE COST OF RESIDENCE IN CHINA is much more expensive than in the Indian Presidencies, as the maintenance of an establishment on a middling scale may be calculated at 6,000 dollars, or £1,200 per annum, without including that of a carriage, palanquin, or horses.

THE LIVING OF THE CHINESE costs very little, and does not exceed a dollar (4s.) per head.

The expense of keeping a boat is about 28s. (7 dollars) per month.

RICE is bought by the Picul (124lbs. avr.), and costs 1½ to 2½ dollars (7s. to 10s.)

The town, with its Anglo-style verandah houses, which is a mile in extent, is not very pleasantly situated, being almost entirely surrounded by barren rocks, but the approach to it from the sea is extremely beautiful and picturesque. It lies at the entrance of the Canton River. The appearance of the town has an European stamp, except that no females are seen walking about, and that Chinese of all classes are continually pursuing their various callings in the open streets. Passing along the principal street the visitor is astonished at the beauty and richness of the Chinese shops on either hand. They are filled with the most curious articles of the East—China crapes, porcelain vases of the most valuable kind, camphor-wood boxes, lacquered furniture

of all descriptions, &c. Everything is arranged in excellent order and in good taste. The shopmen are well dressed and extremely polite; one sits at a desk with a camel-hair brush in hand, for they do not use pens, and sets down in the Chinese character every article sold; others are employed in displaying the goods to the gaze of the stranger, and this they do so cleverly as often to decide the hesitating purchaser. At short intervals near the shop doors may be seen a Chinese money-changer, seated at a small counter covered with rolls of *sapeques*, the current coin of the country. In our evening rambles through the town we often heard the sound of music, and female voices singing. One night we made bold to enter a house, where we heard a concert, at the risk of being thought intruders. Our intrusion, however, was not resented, for the persons present immediately offered us seats, and made signs for us to stay and hear. The room was on the first floor, extremely clean and neat, well lighted by large windows, with blinds, which opened on a balcony towards the street. Four musicians, with stringed instruments, castanets, and a *tamtam*, accompanied a young girl, who sang and also played a kind of guitar. Near her stood several of her companions, who were to sing in their turn. They appeared not to be above 12 or 13 years of age, and were really pretty for Chinese. These ladies indulged in a cigarette from time to time, and handled their palm-leaf fans very gracefully. In the middle of the room stood a small table covered with sweetmeats and tea things. On one side sat three or four merry-looking Chinamen, who listened most attentively to the music, at intervals blowing clouds of tobacco smoke from their mouths and nostrils. At the top of the room, on a divan, reclined two more men, who were smoking opium, and seemed to enjoy it amazingly. When the singers, whose voices were too shrill to be melodious, had all sung in turn, the

persons present drew round the table and prepared to do honour to the supper. Nor were we forgotten, for the gentlemen invited us to take a cup of tea and some sweetmeats, which we found not at all bad. Then, not wishing to be thought too intrusive, we withdrew, after thanking our entertainers as well as we could. And yet the general appearance of the streets in China is that of great activity and bustle, men being seated in groups working at their various avocations of smiths, shoemakers, carpenters, &c., whilst others are talking, playing at dominoes, or dining in the numerous booths that are erected in the open air for that purpose. The *coup d'œil* on the banks of the rivers is exceedingly picturesque; they are generally skirted by Banana and other fruit trees, very prettily arranged in lines or groves, but planted more for use than ornament. Villas with sloping, pointed, and indented roofs, with coloured tiles, inlaid with a mixture of different hues, are scattered about under groups of shady trees, and *Tas* or *Pagodas*, about nine, and even as small as three stories high, appear on eminences in the vicinity, and look remarkably picturesque. The scene on the rivers is exceedingly animating and amusing. There may be seen numerous junks of immense size (from 500 to 1,600 tons burthen), most curiously shaped, having poops that hang over the water, ornamented with large windows, extensive galleries, and covered in with roofs, like houses—long, flat, broad, China Men-of-War, mounting 20 or 40 guns, having two immense painted eyes let into their prows, to enable them to find their way across the dominions of Neptune, as the Chinese affirm. Mandarin boats with painted sides, doors, and windows, carved galleries, and handsome silk flags floating from their tops. Flower boats, with their galleries tastefully decorated with flowers, twined into various grotesque devices. Each of these floating nurseries contains a large apartment and

several cabinets, which are reached by passing through doors and windows, which have rather a Gothic appearance. The walls are hung with mirrors and silk drapery, and, suspended from the centre of the vessels are glass chandeliers and coloured paper lanterns, beautiful little bouquets of fragrant flowers being hung in little ornamental baskets between them, which gives each boat the appearance of being the abode of some sylph-like fairy. These boats are stationary, and are used by the Chinese as places of amusement, both by day and night, plays, ballets, and conjuring tricks being performed on board of them; but no females, except those of a *questionable class*, ever frequent them.

Schampaus, or small boats, some at anchor, others crossing, passing, and re-passing, like the steamers on the Thames, in every direction, fishermen casting their nets in search of prey, men and children swimming and diving about, some of the latter having hollow gourds or air-bladders fastened on their backs, the *tout ensemble* forms such an animated scene of bustle and activity that it is almost impossible to give an accurate description of it.

The domestic economy of a household in China very closely resembles that which should be adopted in the Presidencies of India. The rent of six rooms, with a kitchen, costs about 700 to 800 dollars, or £140 to £160 per annum. The same staff of domestics is required as in India, with this difference, that Chinese women will not attend on European ladies unless greatly *overpaid*, and the whole of the establishment is under the management of a Comprador, or steward, whose duties are to take charge of the plate, linen, furniture, engage all the servants, provide their board, answer for their good conduct, make the purchases required, settle all bills, and in many cases he also acts as cashier to his employers. He has no regular salary, but receives a stated per centage upon all business which he transacts. They are all of

them, generally, most trustworthy, and have to pay down a certain sum as a guarantee to some Mandarin, who becomes surety for them. As the Chinese are great adepts in counterfeit coining, the method which these compradors adopt in examining and testing every separate coin, and which is performed with great accuracy and quickness, is well worthy of notice. A whole handful of dollars are taken up at once and tossed up separately with the finger and thumb, which enables them to discover whether each rings correctly, and when the coin falls again into the hands reversed, at a glance they can examine the opposite side. Thus in a very short space of time thousands and thousands of dollars are examined. After this process each piece is stamped with the private mark of their employers, which guarantees their genuineness. The peculiar manner in which the Chinese eat is very amusing. They have two small sticks with which they manage most skilfully to convey their food to their mouths; with rice, however, they are unable to pursue this method—they therefore hold the plate which contains it close to their mouth, and actually push it in with the aid of the two little sticks. For liquids they use small round porcelain spoons.

The costume of both male and female among the lower order consists of wide trousers and large garments, both of which are generally extremely dirty, and not discarded until they will no longer hold together. The upper garments of the men reach a little below the knee, and those of the women rather lower, both of which are generally made of nankeen, or coloured washing-silk. In the cold season the summer garments are worn over each other, and held together by a girdle—in the hot season they are not confined together, but hang loosely about the body. The heads of the men are shaven, with the exception of the back, the hair of which is allowed to grow, and is then plaited into a queue. The thicker and longer it is, the prouder is its owner;

and, so as to enable it to reach down to their ankles false hair, and not unfrequently black ribbon is worked up in it. During the period of its being thus dressed, and also when the men are employed at work, it is twisted round the neck, but when the owner enters a room it is let down again, as it would be contrary to the laws of etiquette and politeness for a person to appear with his queue twisted. Females do not cut their hair off, but comb it entirely back off their forehead, and fasten it in most artistic plaits about the head, in doing which a great deal of time is spent, but when their hair is once dressed it is seldom touched for a whole week. It is very common to see both men and women going about with no covering at all on the head. Sometimes they wear bamboo hats not less than three feet in diameter, which are exceedingly durable, and keep off both sun and rain. Sewed stockings and shoes are worn, made of black silk, the soles of which are more than an inch thick, and made of layers of strong pasteboard or felt, pasted together. The lower class of people generally go barefooted. Thin grey moustaches are only worn by those who have been so fortunate as to become *grandfathers*, an honour of which they are exceedingly proud. Young men not only grow no beard but wear no moustache.

The most economical mode of living adopted by the Chinese is that of residing on board boats ("chops"), which generally measure about 25 feet in length, in the arrangements of which are combined the greatest order and cleanliness, as each single

plank is well scrubbed and washed daily. The husband goes on shore to work, whilst the wife gains what she can by ferrying persons over, or letting the boat out to pleasure parties. Every inch of space is turned to advantage, and there is always a small domestic oratory. The cooking and washing are performed on board; still the hirer of the vessel does not suffer the slightest inconvenience, and nothing offensive meets his view.

The appearance of these singular people may be thus described. They are of middle stature—the complexion of the peasants and labourers is rather sun-burnt, that of the rich people and ladies white, their faces are flat, broad, and ugly, their mouths large, their fingers long and thin, the nails of the aristocrats are allowed to grow very long, (about 1½ inch) the rich ladies are stout, and their feet, which are very small, are generally swathed in white linen or silk, bound round with silk bandages. The manner in which they deform their feet is thus: four of the toes are bent under the sole of the foot, to which they are firmly pressed, and to which they grow together; the great toe is left in its natural state. The fore part of the foot is compressed with strong bandages, so that it shoots upwards, and appears like a large lump at the instep, where it forms, as it were, part of the leg. The lower portion of the foot is scarcely more than 4 inches long and 1½ inch broad. The value of a bride is reckoned by the smallness of her foot.

Some of the Celestial characters are well worthy the study of travellers, especially the female quack dentist,

who operates upon all afflicted with the tooth ache, and most dextrously (by sleight of hand) extracts with a small pin the small worm, which the fair, but deceitful, operator declares is snugly nestled in the aching tooth. The diviner, who pretends to deal in the knowledge of fortunate and unlucky days. The young coquettes, who beat the "flower drum." The barley-sugar stall keeper, who, like *Voilà les Pluiseurs* of the French provincial towns, has a wheel fixed to his counter, where the young Celestials woo Dame Fortune's smiles. The physician is quite a character, but he is nevertheless clever, and has a habit of bargaining to kill or cure, as he stipulates to receive a certain fee if a cure is effected. The Buddhist priest, a crafty person, who chants services, abstains from animal food, shaves his crown, wears loose robes, leaves a string of holy beads or a manual of prayers at both the rich and the poor dwellings, practices self-torture and even mutilation, without confessing that the pain had been excruciating, for he numbs the parts he intends to disfigure. The dealer in human hair is a curious type of this extraordinary race, and caters most cunningly for the *grande toilet* of the Celestial beauties, who wear large quantities of, not artificial, but collected human hair in their head gear. The mutilated manuscript collector is indeed a *rara avis*, as he contents himself with cutting out only the sacred words which they contain; in fact, the most worthy notables of the Celestial out-door life are the barber, brazier, blind seers and priests, cobbler, cook, exorcist, florist,

fortune-teller, gongman, lanthorn-seller, market-man, matrimonial agent, needle maker, opium smoker, physiognomist, scavenger, stone squarer, tailor, wine and water carriers, are such curious characters that we cannot do better than refer the traveller to that able work, "Pictures of the Chinese, drawn by themselves;" but therein most ludicrously described by the facetious Archdeacon of Ningpo, the Rev. R. H. Cobbold, which, together with Mr. Cook's (the *Times*' correspondent) work, contains all that the traveller can possibly require to learn of China, prior to his sojourn in that curious land.

**MOST REMARKABLE OBJECTS OF INTEREST.**—The Harbour, the view of which, together with the town, from the water, closely resembles that of Portici or Rosina from the Bay of Naples; Government House, beautifully placed on the hill; Public Offices, Docks, Custom House, Esplanade, Barracks, Hospital, Post Office, Supreme Court, Workshops of Painters, Wood, Ivory, and Tortoise Shell Carvers, Ware Rooms, Silk and Crape Shawl Manufactories, Cinnamon Gardens, &c. Police Office, when the magistrates are sitting. Victoria Peak, which commands a superb view. The American Bar, Church, Bishop's (Dr. Smith) Palace, Pawnshops, Tanka (boat) girls, Prison, the groves of trees near the Club House, where the *natives* sit to be shaved by the barbers. The *Tai-ping-shang* quarter, Opium Auctions, East Point, Hollywood Road, Happy-Valley (the Race Course), Catholic, Indian, and Protestant Cemeteries; Parsi Tower of

Silence, Chinese School, supported by the English merchants; the pretty village near the Race Course, the Simoon Passage (at the entrance of Hong Kong), Granite Rocks near the sea, Waterfalls, &c.

**COMESTIBLES.**—Siam Oranges, the size of a large *bullet*, groper fish, Chinese gooseberry, shark-fin soup, peas, persiman (similar to an egg plum), meats, minced with onions and herbs, poultry, cut in pieces and sold in that manner; preserved pumpkins, forcemeat balls, paste bags of chopped pork fat, shark's fins, stewed goose, tendons of deer, birds' nests soup, turtle, hams (good), fowls, quails, pigeon faggots, fish sounds, pork puddings, rose leaf soup, flavoured with garlic; soy, shrimps, currie, eels, roast goose, with port wine and cayenne; frogs, boiled fish and prawns, all sold by steelyard weight. *No abatement of price, but a present, "cum-shaw," given.*

**EXCURSION TO MACAO.** Leave per steamer (4 hours' trip).

**SEA VOYAGE TO CANTON** (in a Junk, 2 to 3 days).—The traveller can proceed from Hong Kong in a junk, and although the society will not be select, still he will find much to interest and amuse him. The Chinese on board generally play at dominoes, smoke, chat, play on an instrument of three strings, called a mandolin, the melody of which is anything but pleasant, and drink tea out of little saucers without any sugar. The Chinese women amuse themselves by smoking out of pipes with very small bowls. It is customary in China to use little stools of bamboo or pasteboard as pillows; they are rounded

at the top, about 8 inches high, and 1 to 3 feet long, and are not by any means so uncomfortable as might at first be imagined, and the traveller will be rather amused to see the Chinese lying about the decks with their heads resting on these stools. The River Si Kiang, one of the principal in China, is passed. It is about eight miles broad at a short distance from where it enters into the sea. The country is beautiful, and the fortifications on the hills render the scenery pretty and romantic. Near Hoo-mau (Whampoa) the stream divides into several branches, and that on which the traveller sails up to Canton is called the Pearl Stream. Here a pagoda is first sighted, picturesquely situated, and entwined with verdant foliage. Cooper's fine docks should be inspected. All vessels deeply laden are obliged to anchor at Whampoa (15 miles from Canton), on account of the shallowness of the Pearl Stream. For miles below Canton the villages are thickly scattered about, but are chiefly composed of miserable huts built on piles driven into the bed of the river.

## CANTON

(On the Pe Kiang River).

Circumference, 9 miles.

**BRITISH CONSUL.**—D. B. Robertson, Esq.; Vice Consul, C. A. Winchester, Esq. Population about 1,500,000, hard working.

Lat., 23° 7' 10" N. Long., 113° 14' E.

Position on the eastern bank of the River Pe Kiang, and finely located at the head of a bay, into which two large rivers flow.

**HOTELS.**—British, and two others.



**TARIFF.**—16s. to 24s. (4 to 5 dollars) per diem, exclusive of all drinkables.

Mails are regularly despatched from Russia to Pekin, via the Gulf of Pecheli and the River of Pedang.

**CONVEYANCES.**—The same as at Hong Kong.

**JUNKS** to all parts of China and the Straits.

**BOAT HIRE.**— $\frac{1}{2}$  dollar (or 2s.) per day.

**MOST REMARKABLE OBJECTS.**—The Walls, Gates, Barracks, Governor's House, Flower Boats, Junk, Dwelling Boats, Exchange, Factories (Hongs), Respondentia Walk, Quays, Warehouses, Old and New Cities, Lace and Silk Manufactories, Painters, Carvers (in Ivory, Wood, and Tortoise-shell), and Rice Paper Workshops, Custom House in the vicinity. The Temples of Honan and Mercy, the former of which is supposed to be the finest in China, with its gardens, in the kitchen department of which there is a Columbarium as at Pompeii, with the calcined bones of priests; plantation with a very old tortoise, 3 feet long, Dwelling of the Holy Pigs (14 in number, very large, and blind), Bronze Mausoleum, Half Way Pagoda (between Canton and Whampoa), an excursion twenty miles up the Pearl Stream from Canton, Heeren, Pagoda, Mandarin Palace and Gardens, Tea Factory, Ship Yard at the Mandarin Punteguas, Tea Factories at Foushan, Bogue Forts, Dutch Folly, &c. A trip to Chusan, the seat of the war in 1842, will amply repay the curiosity of the traveller. The Cathedrals, Public Edifices, Raya Tanka (boat) girls, walls, which are as

high above the city as those of Chester, have a promenade on the summit behind the embrasures. Five Joss Houses, built by Yeh (Yep-choou-ming), command a superb view of the town, not unlike that from Fourviers at Lyons. The fine bell in the Crystal Palace was originally here, but was sent home by General Van Straubenzee in Her Majesty's ship *Sanspareil*—the White Cloud Mountains, the five-storied Pagoda, in front of which stand two red sandstone lions, the *gigantic* Joss House, reached by granite steps, with a beautiful avenue of trees on each side, and an exquisitely but elaborately coated porcelain gate, inlaid with figures of animals, the Yamun, "*Palace*," the streets 6 feet wide, densely thronged with artisans of all trades, employed in their daily avocations and burning joss sticks, and paved with oblong granite slabs, 3 feet long by 1 foot broad; houses one storey; Shops with gaudy sign boards and the population *naked* to the waist. The Temple of Longevity, where the *mass* begins with the sounding of a large gong and small *sing-song* drum, both instruments being placed on mats. The priests, with shaved heads, and most hideous-looking beings, prostrate themselves before ugly idols. The gallery at the top, "*Retreat of the Dragon*," commands a superb panoramic view, the Temple of 500 Gods, with that number of statues of idols, 4 feet high, with joss sticks burning before them, standing in a garden decorated with tubs full of gold fish having very singular tails and fins, quite different to those of the European genus,

extremely tame; dwarf trees, trained deer, horses, dolphins with egg-shell eyes, thick bamboos, trained backwards and forwards, lotus in large pots and stagnant tanks, whose seeds lie on the top of the water. Execution Ground, Parade, Guard House, Five-storied Pagoda, Temples of the Great Bell, with Buddha's foot-mark 9 feet long, worn in the sandstone at the bottom of the tank in the garden, *Horrors*, with most diabolical looking figures on the rocks, at the sides are small effigies placed in dark niches, *Five Genii*; in front of the altar stand five petrified rams or irregular blocks of stone on wooden legs, *Streets* paved with granite, which has become polished from the constant friction of pedestrians, Governor's Palace, Treasury, standing in a well-stocked deer park in the centre of the city, Puntinqua's (dilapidated) and Howqua's well arranged gardens, Landing Place at Chaming, Flower Garden, Mr. Jardine's Gardens, well kept.

#### HISTORICAL REMINISCENCES:—

1860. This place continually being harassed by the rebel Chinese.

#### ISLAND OF AMOY.

Distant 280 miles from Hong Kong.

Lat., 24° 20' N., Long., 118° 45' E.

POSITION.—On the South Eastern Coast of China. Passports, see page 33.

BRITISH CONSUL.—W. R. Gingell, Esq.

Pop. 30,000. Circumference, 15 miles.

HOTELS.—British, and several others. Tariff—16s. to 24s. (4 to 5 dollars) per diem, exclusive of all drinkables.

CONVEYANCES.—See Hong Kong.

JUNKS to all parts of China and the Straits. Thermometer 91° in August.

BOAT HIRE.— $\frac{1}{2}$  dollar or (2s.) per day.

MOST REMARKABLE OBJECTS.—The port, which is capable of receiving 1,000 ships, Fortifications, the Governor's Residence, Warehouses, Quays, Flower and Dwelling Boats, the Lace and Silk Manufactories, Bazaars, Painters' and Turners' Workshops, Tea Factory, Pagodas, &c.

The Peninsular and Oriental Company's Steamers arrive outward bound on the 12th and 28th, and sail homeward bound on the 4th and 20th of every month.

SEA VOYAGE (3 days).—From Amoy to Shanghai. The scenery is very interesting, numbers of junks are constantly in sight, and the land is seen nearly all the way, as the Chinese coast is not lost sight of.

#### SHANGHAI.

(On the Woosung River.)

Distant 520 miles from Amoy Island, and 800 from Hong Kong.

BRITISH CONSUL.—H. S. Parkes, Esq.

Population, 60,000, inclusive of Europeans, British and Americans, 400.

Lat., 31° 22' N., Long., 120° 40' E.

POSITION.—About 25 miles from the mouth of the Woosung River, and 43 miles from that of the great river Yungtze-Kiang. Passports, see page 33.

HOTELS.—The British, and several others. Tariff—16s. to 24s. (4 to 5 dollars) per diem, exclusive of drinkables.

BANKERS.—The Oriental Bank Corporation.

CONVEYANCES.—The same as at Hong Kong. JUNKS to all parts of China and the Straits.

NEWSPAPER.—*North China Herald*, Bradshaw's Guide Depôt.

**BOAT HIRE.**— $\frac{1}{2}$  dollar or (2s.) per day.

**REMARKS ABOUT THE CITY.**—It is the seat of immense commerce, and is approached by the river Woosung, navigable for European vessels of large burthen, which gives it all the advantages of a seaport, and thus connects Europe with a large portion of the Chinese empire.

**MOST REMARKABLE OBJECTS.**—The City Walls, vast suburbs, with extensive warehouses, &c., its five Gates, Governor's House, Barracks, Tea Factories, Custom House, Post Office, Exchange, English Cemetery, &c., upon the immense space which was formerly a Chinese Burial Place.

**IN THE VICINITY.**—The Tea Garden, which is the only public one, and much frequented.

**STEAMERS.**—The Peninsular and Oriental Company's Steamers arrive here outward-bound on the 1st and 15th, and sail homeward-bound on the 7th and 23rd of every month.

#### **HISTORICAL REMINISCENCES:—**

1860. The French set the Chinese town on fire, and murdered upwards of 30 women, and two Englishmen picked two females up and carried them across the moat out of the burning city.

The Chinese rebels, 30,000 strong, marched from Soochow, intending to occupy this town, and at 12 miles from it destroyed the chapel of the French mission, and killed the priest officiating. Troops (British and French) arrived from

Chusan, and batteries and barricades were erected.

The European soldiers and marines dispersed the rebels, who attacked this place in great strength, and the foreign residents formed themselves into a Volunteer Corps. Rebellions broke out in the province of Shensi, and in the Taiping district.

#### **ROUTE TO PEKIN**

*(Condensed from the graphical description given of it by that talented, lamented, and unfortunate Correspondent of The Times, Mr. Bowdler.)*

Leave Shanghai, per steamer, and proceed direct to

#### **TA-LIEN-WHAN.**

The population is chiefly composed of colonists from Shantung, a very fine race of peaceable men, six feet high, stout in proportion, industrious, and excellent agriculturists.

The Houses, or more properly cottages, are good, substantially built of large stones, plastered over with mud-mortar, well thatched with weed; they contain two rooms, and a large oven to warm the place in winter, but are destitute of cleanliness.

**PRODUCTIONS.**—*Vegetables, &c.:* barley, beans, corn (Indian), carrots, cabbages, lettuces, millet, potatoes (sweet), peas, turnips, wheat (bearded), yams. *Fruit, viz.:* apricots, cherries, grapes, nectarines, pears, plums, peaches. *Flowers:* anemones, carnations, forget-me-nots, hollyhocks, honeysuckles, pinks, roses, dog roses, &c. *Woods:* briers, dandelions,

doekens, thistles, &c. *Trees*: acacia, birch, fir, poplar, oak (dwarf), walnut, willow, yew, &c.

**WATER.**—Excellent in Odin Bay, on the opposite shore, but scarce here.

**BIRDS.**—Swallows, larks, and pigeons (exceedingly quick on the wing, and difficult to shoot), &c., abound.

**CLIMATE.**—In July it is delightful, clear dry atmosphere, a fine bracing breeze blowing in the evening, and the thermometer at 84°. In the winter there are 18° of cold, with a sharp, keen, cold, north wind.

**COMESTIBLES.**—Eggs, fowls, goats, sheep, tea.

**BRITISH ENCAMPMENT** was in July, 1860, formed amidst a complete plantation of fir trees, through which avenue walks were constructed by the soldiery. The camp was admirably arranged, both as regards position and sanitary measures, excellent parade and drill grounds being formed, and an hospital established in a most efficient manner, under Drs. Rutherford and Muir, and their medical staff.

**CONVEYANCES.**—Despatches forwarded by the Chinese authorities to Peking, 600 miles distant, at the rate of 600 li (le) per diem.

The general appearance of the country around this beautiful bay (Odin) is such that when approached from the sea, the rocks appear to rise high and precipitous, but as it (the bay) is ascended they recede from the water, become terraced, and bear a close affinity to those at Mull, in Scotland. The beach is composed of sand and shingle, and between it and the hills is a

large plateau, from 2 to 10 miles wide. The height and undulating slopes are covered with short, sweet grass, and wild thyme. At the head of the bay and promontory is a large well-cultivated plain, thickly covered with agricultural and garden produce, the corn being sown in drills, and growing up in furrows. The bay, which lies open to the south-east, is 9 miles long and 16 wide, 5 fathoms deep, land-locked at every quarter, is entirely free from shoals, and has excellent anchorage.

#### HISTORICAL REMINISCENCES:

1860. July. Here the British fleet, consisting of 60 pennants, anchored and landed the army, about 12,000 strong.

Lieut. Gordon, Madras Engineers, was accidentally drowned whilst crossing over to Victoria Bay.

Lieut. Hudson and the Second Master of the *Leven* were shot at by John Dalliger, a private in the Marine Battalion, who was hung at the yard-arm.

Sir Hope Grant ordered the Chinese to assess the damage done to their land and property by the British army during its encampment, when the moderate sum of \$180, or £40, was demanded, and paid immediately.

**EXCURSION TO CHEFOW.**—Standing on the north side of the Shantung promontory (which contains 30 millions of inhabitants, has an area of 65,000 square miles), and is its best port, and can be entered at all times, there being abundance of water

**Market**, amply supplied with eggs, fruit, goats, pigs, poultry, vegetables.

**BUILDINGS, &c.**—The Town Hall, which stands round two hollow squares, about 30 to 40 yards in extent, is constructed of brick and the best blue mortar, about 50 feet long and 20 wide, having its well-tiled roof supported on large substantial beams, each fitted into the other without any nails. The floor is of excellent asphalt, the windows composed of oiled paper, which does not exclude the light. The rooms that surround the hall are airy and lofty. The inner is ornamented with a garden, which the French laid out, and contains large magnolias, banana and palm trees. Villas lie scattered about the immediate vicinity, well situated in large gardens adorned with vines and pomegranates. The soil is rich and well cultivated, and the crops are admirably irrigated by means of small ditches. The climate is hot but salubrious. The point of view is the height, which commands a fine view, 30 miles in extent, having an extensive plain in front, the sea on one side and a noble hilly range on the other. The general appearance of the country is not unlike the finest parts of Devonshire and Gloucestershire, and many pretty green lanes are scattered about in various directions, the abode of vast numbers of cuckoos and insects, and which afford a pleasant retreat from the scorching rays of the burning sun, which here shines forth in all its dazzling refulgency.

**PRODUCTIONS.**—Apples, pears, plums, and flowers. *Insects*: bees, butterflies, mosquitoes, dragon flies, &c.

**COMMERCE.**—Junks arrive here from the South laden with Manchester goods, and in time of peace a most extensive and lucrative bartering trade is carried on.

**THE HARBOUR**, which is  $3\frac{1}{4}$  miles wide, running E.S.E., 6 miles long, and 6 fathoms deep, has a muddy and shingly bottom, affords good anchorage, and is formed by a long neck of land stretching parallel to the main, to which it is united by a landslip of sand, about 4 miles long. It is entered between this point and a group of islands, which shelter it towards the east.

**ATTRACTIONS.**—The Tomb of Confucius, who died B.C. 479, situated at Kiuhfan (6 miles distant) is a gigantic monument, surrounded by a forest of oaks, beneath whose shade the body of that eminent Chinese philosopher reposes. He and Mencius, his disciple, were natives.

**HISTORICAL REMINISCENCES.**—1860.—The French squadron, consisting of 39 pennants, made it their rendezvous.

**THE ROADS** are narrow, but footpaths lead to and from the villages in the vicinity.

Continuing our Route, we proceed per steamer, passing to the N. of the Mitan Islands, and then come in sight of

### THE ISLANDS OF SHALUTIEN (Shaluy-tien),

Off which during the late war a British vessel was stationed, carrying a red ensign at the main, and a white ensign at the fore, with lights at night, to prevent vessels from passing between her and the island, and another was placed at the point of rendezvous (20 miles from the Peiho), to

the N. of which the British fleet anchored, and the French to the S., and in two days, we arrive in the river, and then proceed to land, through filthy mud and water, sinking ankle deep, on a sand bank, and thence on a soft, flat, sticky, slippery, muddy shore, to an island cut off from the causeway (raised 6 feet from the marsh) by a deep ditch, 40 feet wide, through which the tide ebbs and flows. On the right stand the wooden gates of the town of

#### PEH-TANG (12 miles).

**CLIMATE.**—In August the weather is oppressively hot; at noon a breeze springs up, which generally lowers the thermometer 8 or 10 degrees within half an hour, circular storms are frequent (accompanied with clouds of sand), which closely resemble the tornadoes experienced on the Western Coast of Africa, and which cause line of battle ships to heel over like mere skiffs. The thermometer stands at 90° in the shade.

**THE FORTS,** situated about 3 miles from the mouth of the river, commanded the passage, and when the allied British and French forces reached this place in 1860, had all their embrasures masked, the half dozen guns planted thereon were "dummies," made of wood, bound with hide; the ground in the vicinity is dotted with salt hills and groves; the approach to them from the river leads along an enormous marsh, intersected by numerous deep, muddy, and brackish pools, with a wooden bridge erected across a ditch, 20 to 30 feet broad. The whole ground had been on that occasion mined by 8-inch shells,

placed at distances of 6 to 7 feet, well filled with powder and slugs, secured in tin cases, and connected by fuses, with traps into which flint and steel locks were set, and then again attached to strong small cords, the whole covered with matting, and a layer of earth carefully flattened down over them, so as to resemble mother earth, and the Chinese thought (which has been much doubted by military men) that the weight of a man placed on these pit-falls, would have thrown him upon the traps, and thus caused the explosion of these mines, which the British detected (through the information of a Chinese, whose family the Coolies almost exterminated) and filled with water.

*The South Fort*, which was entered by a large gate, consisted of two cavaliers, each 30 feet high, with the parapet wall 16 feet high and 10 feet thick, in each of which were embrasures for 3 guns, connected by a curtain, with a waving trace, and having embrasures for 4 guns. Beyond the S. cavalier were embrasures, blinded with mantelets, for 2 guns, which commanded the spot at which the allied armies landed, and beyond the N. stood one which commanded the bend of the river. The fort was open behind, being only protected by a crenellated wall. A deep and wide ditch, filled by the tide, surrounded it on three sides, but on the fourth it was level with the streets of the town. The entire structure was admirably built with straw and mud, and resisted round shot. The N. fort was a similar structure, but only carried 11 guns. The point of view was the summit of the N. bastion, from which the country presents

a most wretched scene of desolation. To the E. lies the sea and mouth of the Peiho river, with its soft slimy muddy banks, and N., S., and W., extends one vast muddy morass for 12 miles, without a trace of vegetation, and only one road, and that the Causeway, on which the allied troops halted.

**WATER.**—Pools of brackish water lie scattered about in all directions, and that used for drinking and culinary purposes is brought down in boats, about 6 miles distant.

**THE HOUSES** are built of mud, one storey high, with rooms running out of each other—all most miserable dwellings, scarcely a shade, if any, superior to those huts which stand in the wildest parts of Bulgaria or the furthestmost steppes of Russia. One peculiar feature in them is, that all of them, from the richest to the poorest, contain large stone jars, in which a complete store of water is laid in, and some actually possess no less than 6 tons, all preserved in such utensils.

The best residences are slate-roofed, a capital protection from the sun, large, airy, and spacious, having the rooms run out in various directions, without plan or order, from three court-yards, in one of which is generally a grapery. The centre court communicates with the women's apartments, the nurseries, generally ornamented with toys, small shoes, and Chinese primers, all being on one side, and the sleeping rooms on the other.

**THE PAWNBROKING ESTABLISHMENT** is a vast structure, with rooms piled with goods, especially rich silks, furs, embroi-

deries, all neatly ticketed, and well arranged.

**CONVEYANCES.**—The country carts are most wretched affairs; they are common arabas, without springs, covered like the tilted Dutch market carts, without any seat inside, and not more than 3½ feet from the roof to the floor. A curtain is let down in front, and the contents of the whole vehicle is entirely screened from observation.

The streets are close, and the atmosphere pestilential. Although this is the route the allied British and French troops pursued, still it cannot be termed the highway to Pekin, for between the river, on the banks of which they landed, and the Peiho, there is no communication except it be by canal. The river runs to the N. while the course of the Peiho is W.

**HISTORICAL REMINISCENCES.**—1860. Here the allied British and French troops were compelled to drive the whole of the inhabitants (30,000 strong) out of this place, in order to obtain quarters.

Leaving this wilderness of mud and water, we proceed along a raised mud causeway for 3 miles, with a complete sea of mud and water on either side; then pass a ruined joss house, and ¼ mile beyond cross a bridge 15 feet wide, at a point where the causeway has been cut, and which admits the flow of the tide to the other side, and prevents the road from being flooded, and ¼ mile beyond we leave the causeway, at the point where the tide ceases to flow, and then proceed along a road, across the level of the flat, which consists of hard mud, scantily interspersed with thin green

furze bushes, and we reach a few houses, and then proceed along a fine plain, studded with pools of excellent water, both clear and fresh, and in about 1½ hour we reach the town of

### SINHO,

Situated on the road from Tang-Kow to Tien-tsin, *via* the N. forts, about 7 miles S. W. of Pehtang, 3 miles N. W. of Tang-kow, and 6 miles N. W. of the Takú forts. It formed the most advanced position of the Chinese army on the north bank of the river, and contained three intrenched camps constructed of mud and straw, with crenelated walls and deep ditch, commanding the causeway from Pehtang.

— **HISTORICAL REMINISCENCES** :—August 9th, 1860, it was captured by the British, and here the formidable Armstrong gun was first tried in action with dreadful effect, at ranges averaging from 1,200 yards to 2,200 yards.

Branch road to Tien-tsin, and a narrow raised causeway, about three miles long, leads across the plain to Tangkow, and down to the river.

**PRODUCTIONS**.—Vegetables, hay, fruit, &c.

**THE GARDENS** scattered about in the vicinity are well irrigated by the water from a creek which intersects them, in which small junks are generally anchored, and on which a battery was erected when the allied armies attacked this place in 1860; and at that time the road was bordered on either side by a deep trench 12 or 14 feet wide, full of water, and bridgeless, with the marsh on the left and the

ground intersected with ditches, across which the British constructed a bridge. Thence, proceeding along the plain, situated below the level of the Peiho river (which flows on the right of the plain and parallel to it for upwards of one mile. Then making a sharp bend to the south, a village and orchards divide the river from the plain; after continuing in this direction for one mile a turn to the north brings it back to its old course. Shortly above the proper left of the Tang-kow wall the average width of the plain between the river and causeway is about 1 or 1½ mile) at spring tides, and being unprovided with dykes it is often flooded, especially at high tides; and then proceeding along a raised mud causeway, three miles long, the country on the left being marshy and deep, and spongy and moist on the right, we soon reach —

### TANGKOW, (4 miles.)

The barracks occupied by the Tartar army were taken by the allied armies, who found the walls lined with Chinese pictures, floors covered with soldiers' rugs, and having earthen ovens, with large pots of rice, half consumed.

### HISTORICAL REMINISCENCES :

1860. Here the allied British and French troops captured the intrenched camp (which was constructed in the form of a crescent, with both ends resting on the river; the wall exceeded 3 miles in length, was protected by two large ditches, well filled with water), after a most obstinate defence on the part of the Tartars.

The point of view is the further gate



of Tangkow, which commands a panoramic *coup d'œil* of the river towards Takú, and the Tau Yamun pagoda on the south. Then crossing the bridge which the British army erected across the river, we have a low, muddy, sea beach, on the left, and the Peiho on the right; thence we pass along a good road leading up from the stream, and crossing the bridges which the allied forces erected over the numerous canals, we arrive close to

#### THE FORTS OF TAKU,

The north one of which stood close to the Peiho river, on a low peninsula about 3 miles wide, and formed the apex of a triangle of mud (which was flooded at high tides, intersected by innumerable canals, from 10 to 30 feet wide, and interspersed with salt pits and hillocks), of which Peh-tang and Sinho form the base. The large fort stood on the river's bank, at the head of a reach,  $\frac{1}{4}$  mile below, and 1 mile from the mouth stood the lower north fort, which was of irregular trace, formed of two high cavaliers, well mounted with guns, joined by a curtain in front, the rear being protected by a crenelated wall, about 20 feet high, also well defended with guns. The gate was shut and built up of the same materials as the fort itself, viz., mud and chopped straw well rammed together. Two ditches communicated with the river, and surrounded these forts. The outer ditch, 25 feet wide, varied in depth from 4 to 7 feet. The inner ditch 20 feet wide and deep. The space between the ditches and the beam under the parapet wall was covered with sharp pointed bamboo stakes and abattis, and thickly strewn with crowsfeet and

spikes. On the south side, and nearly opposite the upper north fort (which was nearly of rectangular form, with angles rounded off. In the centre of the front face looking towards the sea, was a high cavalier, 30 feet above the level of the ground, and reached by a ramp, on the proper right of which was a large powder magazine. The gate was built up with mud and straw. On the left and right faces were casemated barracks, and across the main gate, in rear of it, a high traverse protected the opening to the fort), a strong fort enfiladed its approaches. About  $\frac{1}{2}$  mile lower down on the south bank stood the large fort, and beyond, close to the beach, on the south side stood the fifth fort. The upper south fort had no cavalier, but it was well mounted with guns. The whole of these were still further strengthened by five or six batteries of heavy guns, placed on the south bank of the river at Takú; all the houses were loopholed, and had guns mounted on the roofs.

The river, which is about  $1\frac{1}{4}$  mile below Tangkow, flows nearly due south, until it reaches the town of Takú, situated on the opposite bank, thence it runs to the south-east, and falls into the sea. The passage up towards the forts was barred by almost innumerable obstacles, such as sharp-pointed iron stakes, with their points turned downwards into the stream. Each stake weighed several tons, which had been sunk into their positions by two junks, laden with stones, being attached to the stakes at high water, when the points just touched the mud. The tide falling 11 or 12 feet, the junks fell with it. At low

water they were cut loose, and the iron stakes became so firmly imbedded that an 80 horse power gun boat, at full speed could not draw them out. Behind these barriers was a large boom, floated by oil chatties, then iron stakes again, after which sampans were moored across the stream, filled with oil and combustibles for use as a fire raft, and finally, a boom was secured by two cables and two 10-inch hawsers anchored up and down the centre and sides.

#### HISTORICAL REMINISCENCES:—

1859. June 25th. The British forces were signally defeated with great loss, and obliged to suspend operations.

1860. July 21. The allied forces, under Sir Hope Grant, captured the Taku forts, after a most obstinate resistance on the part of the Chinese (Tartar) troops. The most conspicuous acts of gallantry on the part of the British were performed by Lieut. Gye, son of the director of the Royal Italian Opera; Fitzgibbon, 15 years old, the son of a private, who dressed an artilleryman's wounds under a most tremendous fire of the enemy; Lieuts. Rogers and Burslem; also Ensign Chaplin, who planted the British colors of the 67th regiment on the top of the cavalier, and has been recommended in general orders for the Victoria cross; the Coolies, whose gallantry caused the noble French Colonel Dupin to exclaim "that their marvellous gallantry

well deserved a riband;" the French colonel (Dupin) was most conspicuous in the front of the forts; Jean Fauchard, the first Frenchman who reached the top of the parapet, and fell after performing wonderful acts of bravery.

CLIMATE AT THE TAKU FORTS.—The thermometer in August ranges from 85° at noon to 60° during the night. The weather fine, but winter rapidly approaching.

DISEASES.—Diarrhoea, dysentery, ophthalmia, and sporadic cholera prevail at this season, owing to two hours' rain converting the mud about this place into a swamp and flood. Supplies easily procurable from the country people.

Then continuing our journey, we proceed to the South Bank; pass through an orchard, then along a large salt hill plain; pass over a deep trench, 12 feet wide, to a village (2 miles), and proceed along the Great South Road; pass through market gardens, for 6 miles, admirably irrigated by small waterwheels, and well stocked with Swede turnips, French beans, crisp radishes, lettuces, yams, and numerous other vegetables; trellised vines, loaded with delicious grapes, peaches, water-melons, apples and pears are seen for upwards of 6 miles, in full bearing, notwithstanding that the road is nothing better than a wide mud track, which in rainy weather is utterly impassable, but in the fine season the muddy road is hard and baked like brick. Along this route, the traveller will often meet the Chinese women, with their flat noses, linear eyes,

high cheek bones, broad upper faces, with a sweetness of expression about the face which prevents them from being termed downright ugly. Their jet black hair is combed into a turrel at the top of the head, and there plastered with grease and pomatum *à la dame Anglaise* in George III.'s time. They are small in stature, with pretty hands, and diminutive feet, riding in wheelbarrows, fashioned after the model of an open jaunting car, and constructed in such a manner that the whole of the load is thrown on the wheel, which is about the height of the barrow, and exactly in its centre, so that they carry thrice the load of ordinary barrows, besides which the weight is not then borne by the man, and 6 miles beyond brings us to the town of

#### KOTAL.

Streets narrow, not being wider than 8 feet, with the sewers choked up with offal (redolent with that faint and sickly odour so peculiar to all Chinese thoroughfares), coarse black pigs wallowing in the filthy mire, and dogs basking in the sun. They are lined with houses constructed of mud and straw, similar to those of Sinho and Tang-kow. Population numerous, and consisting of men taller than those of South China, who are in appearance flat, flabby, unmuscular, generally eat up with cutaneous disease (chiefly engendered by their filthy habits), and ringworm. The town stands on the bank of the river.

Thence we proceed along an extensive plain, having one side covered with coarse paddy, and the other a complete swamp; and 4 miles beyond we reach the town of

#### KIANG-KIA-CHWANG.

Encamping ground near the large acacia tree at the entrance of the place, which shades a verdant spot, close to some water. Provisions obtainable, consisting of Indian corn, hay, sodden cakes, fruit, and poultry.

The agricultural implements used by the inhabitants comprise a rude scythe exactly similar to a patent mowing machine, and a bamboo cradle catches the grass as the mower cuts down the crop. Quitting this place we soon reach an extensive plain well covered with ripe millet, from 12 to 14 feet high (the head of this valuable grain is ground into excellent flour, or else distilled into shamshu (shamshoo), a most deleterious liquor; the leaves when green are eaten by the cattle, and when dry used as fodder, and the stalk serves for fuel, thatching, partitioning of walls, fences, mixing with mud for the walls of houses and the embankments of the canals. When it is cut, then wheat is immediately sown, and reaped in June), through which the traveller will have to ride for upwards of seven miles; then a sharp turn brings us to the town of

#### SINCHWANG.

Streets almost overgrown with grass, and quite deserted. An intrenched camp was constructed here in 1860, resting on the river and stretching across the road for several miles. Continuing our route, we pass along market grounds, and three miles beyond, when the allied armies passed along this route, stood two large strong Forts, one on the south (having the cavalier constructed with embrasures,

and seven brass guns — Chinese manufacture—of beautiful workmanship and heavy calibre) and the other on the north bank, which commanded the roads which passed through them, as well as on the river; and at the end of 31 miles from Sinho, and 7 from the forts, after passing Kikko and Kish-tang-kon, and then through a suburb, we reach the south gate; thence proceed for  $\frac{3}{4}$  mile, and enter a gate leading into another suburb, and 1 mile further brings us to the town of

(TIEN-TAIN (*Tien-tain*),

And into the street of "Everlasting Prosperity." Climate intensely hot; sun strokes frequent; thermometer in the shade, 98°, with hot winds in the day, but cold nights. Population, 300,000.

POSITION. — It stands on the Grand Canal (of which it is the terminus), on the south bank of the Peiho, 38 miles from the Takú Forts and 68 from Pekin. It is the largest port on the coast north of Shanghai. The canal skirts it, and enters the Peiho outside the walls, and by it all the produce; and taxes were formerly brought until the irruption of the Yellow River broke it up, but they have nevertheless reached this place by means of junks across the sea, and then up the Peiho. It is one of the most important cities in China, and the key of the capital.

The Gulf of Pecheli is narrow, the Peiho river difficult of navigation, the bar at its mouth inconvenient, and yet vessels drawing 11 feet of water can anchor off the town (Tien-tain) at the mouth of the Grand Canal.

APPEARANCE OF THE TOWN. — It is

walled, of considerable extent, dirty, and filthy. The north suburb is even larger than the town itself, which is built along the Grand Canal and river, extending at right angles to it; and here are situated all the principal shops and warehouses. The streets are clean but unpaved, and lined with houses fitted up comfortably, some with glass windows, but built without plan or design, and generally having a suite of rooms here, a large, airy, lofty courtyard there, and in some of the inner courts a garden. Many of the mansions—for such they literally are—have been so constructed that several families may occupy one, and yet feel as private as if they inhabited separate dwellings. The verandahs of some are well filled with flowers and exotics.

The fashionable lounge is the street of "Everlasting Prosperity;" and here the traveller cannot fail to have presented to him a most lively and faithful delineation of outdoor life in the interior of China, where the eel-pie and baked-potato community ply their calling, and off whose viands some of the Chinese workmen dine *à fresco*, while others partake of meat pies, the vendor of which keeps his pâté hot by means of a small charcoal fire. Many are vegetarians, and may be seen eating turnips, onions, pumpkins, yams, &c., all of which are cut in small slices, and served up to them in the water wherein they are boiled. The confectioner is also generally patronised by them, as his sweetmeats and pastry are highly prized; even their dessert is at hand, as the fruitseller invariably has his stall well supplied with

apples, grapes, lotos fruit, peaches, pears, water melons, &c. Gambling is carried on in the open air to a great extent, as each of the above itinerant vendors have a box with 20 small sticks, two of which are prizes, and the remaining 18 blanks—rather fearful odds. Each dainty dish is worth 10 cash, and each individual, by paying 1 cash, may run his chance of a prize. Like the drums and trumpets at an English fair, the rattling of these sticks by the respective dealers may be heard far and wide. The rueful countenances of the losers and the joyful aspect of the gainers afford the loiterer much amusement. The fishmonger plies his calling, crying his *fish alive, oh!* in shallow round wooden bowls, just covered with a few inches of water. The cookshop is redolent with the fumes of the national dish, viz., a stew compounded of chopped pork, onions, seaweed, shrimps, and eggs. The amusements which meet the eye of the traveller are indeed numerous, but the lion is most undoubtedly the juggler, who performs four most extraordinary feats, viz.:—1st. He inserts two pieces of sharp wire two feet long in his nostrils, opens his mouth wide, and passes them down his throat; he then takes two bullets, one the size of a musket ball and the other weighing about 12 ounces; the first he swallows, then the other, brings them up again in the same order, draws the wires back through his nose, and spits blood; he then swallows a sword; crams sticks into his ears and eyes, and is always rewarded with plenty of cash.

2. The Perfumer's shop is well worth a

visit, as it generally contains every requisite for a lady's toilet, viz., pearl powder, rouge, hair-dyes, paints, perfumes, complexion lotions, and even Rowland's macassar oil; entering it we find the *perruquier* engaged in shaving the head of a Chinese, combing and plaiting his tail (many of which are like the fronts of old English dames, false, easily obtainable at a dollar the half dozen), and extracting the wax from his ears. §

The Earthenware and Chinaman here also plies his trade with a miscellaneous stock of common English bottles, earthenware plates, sold at double their original retail cost.

The Match-seller disposes of his superior congraves, the retail cost of which, in England, is  $\frac{1}{4}$ d., at  $2\frac{1}{4}$ d. per box.

The Linendraper's shops are generally well supplied with almost every kind of Manchester goods, but especially blue baft (used for trousers and tunics), linen, cotton, and calico fabrics, red and blue Russian cloth, double width, thick and coarse, selling at 25s. per yard, and, although much in demand, it is decidedly a losing article, but is *that* universally used in barter for tea and silk.

The Pawnbroker's establishment must be inspected. It is an immense place, full of every description of goods imaginable, from a pocket handkerchief to the anchor of a large sized junk. Mode of business—Amount lent for  $2\frac{1}{2}$  years, rate of interest 12 per cent. per annum.

The Ice house is large, deep, well drained, and contains blocks  $2\frac{1}{2}$  feet thick.

The Tea shop is generally well supplied with sundry large brass kettles, each

having a spout ornamented with a brass butterfly with extended wings, and has countless votaries, who sip the refreshing beverages and then pursue their usual calling.

**CONVEYANCES.**—Chairs carried by four bearers is the usual mode of locomotion in and about this place, and also for travelling to Peking.

**CURRENCY.**—The Mexican dollar is rated at 1,000 cash (5s.), as 200 cash equal 1s.

**WEIGHTS AND MEASURES.**—The catty, by which everything is sold, is equal to 1 lb. Avoirdupois.

**PROVISIONS (Tariff of).**—Meat, viz. Bullocks, 1st class, weighing 500 lbs., 25 dollars (£5) per head; 2nd class, weighing 400 lbs., 20 dollars (£4) per head; 3rd class, weighing 300 lbs., 15 dollars (£3) per head; Sheep of all sizes, fat and full flavoured, 3 dollars (15s.) per head; beef retail, 3d. per lb.; mutton retail, 4d. per lb. Groceries.—Tea, 1s. 2d. per lb.; sugar, 4d. per lb.; flour, 2½d. per lb. Vegetables.—Onions, turnips, and pumpkins, 5 cash per lb. Poultry.—Fowls, 9d. each; ducks, 1s. 9d. each. Fruit, &c.—Grapes, excellent, 3d. per lb.; peaches, large size, 1d. each, the finest grown; water melons, 3d. each; Lotos, in shape like a small melon, full of stoneless kernels, sweet and agreeable to the palate. Ice (in blocks of 25 lbs.) 6d. per block. Forage.—Hay, millet stalks, green grass, paddy, peas, beans, and Indian corn, both cheap and plentiful. Fuel.—Coal, ½d. per lb.; charcoal, 1d. per lb.

**HISTORICAL REMINISCENCES :—**

1860. Here Sir Robert Napier confined the Prefect until his Excellency

chose to order carts to convey the stores of the army; that functionary remained in durance vile a week, and was then liberated upon those conveyances being forthcoming.

A mendicant friar took possession of the monastery, acted as the superior, and kindly distributed the priestly clothing to the army, but on the return of the actual superior he was banished to the S. of China for 2 years by the Prefect.

**EXCURSION UP THE GRAND CANAL.—**

Proceeding in a small boat for 2 miles, with the current extremely rapid, setting into the Peiho river, then pass between two bridges of boats, during which the effluvia from the banks is extremely offensive, but as soon as the whole extent of the town is passed, the banks, averaging 20 feet above the surrounding country, and of enormous thickness, are covered with plains of huge millet, amidst which stand good sized villages erected on the borders, inhabited by almost wretchedly poverty-stricken population, the males being thin and care worn, and the females short in stature and extremely dirty. For upwards of 15 miles it is nothing better than a serpentine canalized river, 14 feet deep in the centre and 6 at the banks, which are thickly covered with upright and weeping willows. The tide rises and falls from 4 to 5 feet, and the vast body of water rushes down most impetuously from the W., which is somewhat checked by the force of the current, without changing

its direction, owing to the breaking down of the sluices by the Yellow River. The traffic along it is enormous. At the tenth mile the appearance of the country undergoes a marked change, as fine tops of large trees present themselves, then an extensive wood plantation, consisting of large walnut, willow, locust, and gigantic pear trees. It flows through good alluvial soil during its entire course (650 miles). The junction of the Yun-ho was undoubtedly taken as the summit level, thence N. the trench was dug through to Lintsing to join the Yun-ho, and embankments were thrown up S. to the Yellow River. By means of its connection with the rivers which flow into it, an almost entire water communication was completed across the country from Pekin to Canton, a distance of 2,000 miles, and for centuries this noble canal formed the high road between the capital and the South and middle provinces; the amount of damage it has sustained, and the repairs necessary to render the communication thoroughly effective, are at present unknown. The bed is in many places cut down from 40 to 70 feet. The sluices which kept the level were rudely constructed, and thick planks sliding in grooves of stone buttresses appear to have formed the only locks.

Leaving this place we proceed through several villages scattered across a flat alluvial plain, well cultivated, with fine millet, 14 feet high, cross 7 bridges over wide canals, and at the end of 3 miles proceed along the S. bank of the river, 8 miles, and Pa-k'ang (Pookoo), 12 miles, and after two days' journey we reach

YUNG-TSUN (Yang-tsin), (45 miles from Pekin.)

**HISTORICAL REMINISCENCES.** — 1860. Here the drivers of the carts containing the baggage of the allied army ran away, and it had to be embarked on board of junks and conveyed by water up to Tung-chow.

Thence we proceed to Nan-tai-tsun (Nan-tsin) 8 miles, then pass on to

HOSIWU (Ho-see-wao, Hoo-si-woo). 1860, looted by the British troops to obtain provisions.

Mr. Consul Parkes, Mr. Loch, private sec. to the Right Hon. Lord Elgin, Mr. de Norman first *attaché* to H. B. Majesty's legation, Col. Walker, Deputy Quarter Master General; Mr. Thompson, Deputy Commissary General, and the talented Mr. Bowlby, "the *Times* Correspondent," left this place escorted by 50 of H. M. Dragoon Guards and 20 Sowars of Fane's Horse, under Lieutenant Anderson, for Tung-chow, to meet the Chinese Imperial Commissioners.

Thence the country becomes extremely beautiful, but the Nan-tsin is flat, with trees and hills in the distance. Then pass on to the picturesque town of

MATOU (Mat-ow), 10 miles. *Fortifications* then consisted of an old but very strong brick wall. 1860, here the allied forces entered after defeating the Chinese army. Proceeding along a country covered with tall millet, intersected by wide ditches, interspersed with dense thickets, we soon after reach

HO-KO-CHUANG, where the allied forces routed the Chinese army in 1860.

Thence we pass on to the miserable town of

**CHANG-CHIA-WAU**; (Chan-kia-wau, Chang-kea-wau).

### **HISTORICAL REMINISCENCES:—**

**1860.** Here the French commissariat intendant (Col. Dubost) was made prisoner by the Chinese, as also the whole of the British officers and troops that had left Ho-see-wao (under a flag of truce) to meet the Chinese Imperial Commissioners at Tung-chow.

**Sept. 17th,** the British looted it and captured £240,000 worth of tea; an engagement was also fought at Jang-chau in which the Chinese were defeated.

Thence proceed along the canal to the stone bridge of Pa-ti-chian (Pa-li-kao). **1860.** Here the French forces took up their position, and the British, close to the wooden bridge of

Pu-si-tsa, at a short distance to the west, and here the allied forces signally defeated the Chinese. Here Captain Brabazon and the Abbé de Luc (who spoke Chinese) were taken prisoners by Juilin, who commanded the Chinese forces, and are supposed to have been murdered or else were killed in the *mêlée*. Branch roads to Peking, viz.:—1st, through the position occupied by the British; 2nd and 3rd (one paved) on the north of the canal.

Thence we proceed along a well-wooded and pretty country, bounded on the north and west by a superb mountain range, and at the end of six miles come in sight of the remains of an enormous earthwork,

running along the whole east face of the city, and distant from it about  $\frac{3}{4}$  mile, which is now broken up into a series of large mounds, from any one of which a *coup d'œil* is obtained of the Chinese capital, which lies in a low position. A continuous line of old intrenchments runs as it were in prolongation of the east and west walls for about one mile north, where they are joined together by a similar line running parallel to the north wall (it was from this point that General Montauban, with the French army, marched, and, without knowing it, crossed the van of the British army, and arrived alone at the Palace of Yuen-ming-Yuen); and here the British army encamped in 1860. Then we advance towards the north gate of the outer wall, which is about 60 feet high, in excellent order, protected by a deep dry ditch, and having some very lofty buildings overtopping the gates, with embrasures, which are merely apertures, closed with shutters, on which is painted a circle with a bull's eye, and having a few fine pieces of ordnance on the right and left. The *coup d'œil* from these walls is extremely pleasing. We then enter one of the nine gates (all of which are built in the wall, some being square and others round in form) of the imperial city of

### **PEKIN (Khan Balikh),**

The capital of the Chinese empire. Population about 14,000,000, the poorer classes and middle ranks of which are extremely poverty-stricken.

**CONVEYANCES.** — The mandarins or higher class are carried in sedan chairs, with curtains all round them, borne by four



or six bearers. Carts are used by the middle and poorer classes, but the greater portion of the latter are pedestrians.

**CLIMATE.**—The average annual range of the thermometer is  $62^{\circ}$  of Fahrenheit. July is the hottest month, when the thermometer is  $82^{\circ}$ , and January is the coldest, when it stands at  $24^{\circ}$ .

**TELEGRAPH.**—A direct Courier and Telegraphic communication is maintained between this place and St. Petersburg in 33 days.

**POSTAL COMMUNICATION BETWEEN CHINA AND RUSSIA.**—Letters and parcels from Kiakhta to Pekin, and *vice versa*, are to leave as follows:—Letters once a month from either point; parcels once every two months from Kiakhta for Pekin, and once every three months from Pekin to Kiakhta.

Twenty days are allowed for the transmission of letters; 40 days at the outside for parcels.

**COURIERS** to and from Irkutsk, *via* Mongolia and Kiakhta, in 16 days; and thence in 17 days to St. Petersburg.

**AMBASSADORS.**—Russian, General Ignatieff; British, the Honourable Mr. Bruce.

**CONSUL.**—British, Mr. Adkins.

**LIVING** is very dear, as all kinds of provisions have to be brought from a considerable distance. Coal and coal dust is carried on the backs of a noble breed of camels.

**CURRENCY.**—Much iron money is circulated here, owing to the great scarcity of copper, as the position of the Yang-tse-

Kiang Valley prevents its transmission from the south-west.

**THE REVENUE**, in times of prosperity, generally averages about 45,000,000 taels; but in 1859 it only amounted to 8,000,000 taels.

**THE CANAL** is out of order, and communication up to this place for transit purposes has not been carried on for some time, which causes a scarcity of both corn and coin, both of which are usually conveyed by it in large quantities.

**THE GATES** are nine in number, constructed in the walls, some of which are in the form of a square, and others round. The principal ones are the An-ting, which was in 1860 surrendered to the allied commanders, and through it the Earl of Elgin and Sir Hope Grant entered in state—the former in a state sedan chair, carried by 16 Chinese dressed in scarlet; his horse, saddled, was led behind him, and the members of the embassy rode on either side, the latter accompanied by his staff; the officers of the head quarters and 100 officers from the different regiments rode a little in front of the Earl of Elgin; and the whole was accompanied by an escort of 600 men. The Chaou-yang, or Eastern one, by which Mr. Parkes and his party were led captives into the city, and the Se-che (north-west) one, by which Messrs. Parkes and Loch were liberated.

**THE TEMPLE OF THE EARTH** is a building of vast extent, surrounded by lofty walls, with large enclosures.

**THE WALLS.**—The outer is distant about 130 yards from and runs parallel to the city; then high walls and open spaces

surround the inside of the imperial city, Peking proper, and separate it entirely from the city itself. The wall which occupies the centre is high and handsome; the top is covered with yellow tiles, and inside stand the palaces of the imperial family (or, as the Chinese term it, the Interdicted City), in the actual centre, and surrounded by the same kind of wall.

THE PRISONS are fully described in the account herewith given of the treatment of the Chinese towards Messrs. Parkes and Loch. The maintenance of the prisoners is found and paid for by one of the prisoners, by which means he works off a portion of his term of servitude. It generally consists of boiled millet, with a little salt and vegetable, placed in a large bowl, and given twice daily to each prisoner. All the expenses of water lighting, fuel, salt, tea, and vegetables for the prisoners are also defrayed in the same manner, and the only cost which the Chinese Government incurs is the salaries of the officers connected with the management of the gaols.

#### ATTRACTIONS:—

*The Public Buildings, viz.:*—The Board of Ceremonies, situated  $3\frac{1}{4}$  miles from the Au-ting Gate, is an immense pile of edifices, and will ever be memorable as the place at which Prince Kung, regent of the Chinese empire, and uterine brother to the Emperor, signed the convention with the Earl of Elgin in 1860, on which occasion a raised dais was erected in the court-yard, at the back of which were placed two small tables and chairs; that on the left was occupied by the Earl of Elgin,

and that on the right by the Prince. On the Earl of Elgin arriving at the front of the dais Prince Kung advanced to receive him, accompanied by all the mandarins. The English ambassador bowed coldly when the Prince saluted him; the former took his seat, and motioned to the Prince to take the one on his right, which is considered as the lowest. A table stood in the middle of the space, in front of which were placed the boxes containing the convention. The powers of each were then examined, and translated by that able public servant, Mr. Wade (the Chinese secretary to the British mission); soon after which the treaties were exchanged, the Prince sealing his with the great seal of the empire, and the ratification then took place; after which the Earl of Elgin rose, the Prince walked a short distance across the platform and then stopped; the Earl did the same, and after the mandarins had beckoned to the Prince, he with much hesitation accompanied the noble Earl to the edge of the dais, and the Ambassador and Commander-in-Chief returned to their quarters in the same order as they had entered the court-yard of this structure.

*The Board of Punishments (Haing-poo, the Chinese Inquisition),* situated in the south of the city, is a large edifice, and will ever be memorable in the annals of British History as the place where that indefatigable and valued public servant Mr. Consul Parkes was confined, and whose personal narrative of his capture, &c., by the Chinese, so ably published in the *Times*, may thus be condensed:—That gentleman left Ho-se-woo on the

17th September, accompanied by Mr. Loch (Private Secretary to the Earl of Elgin), Mr. de Norman (1st *attaché* to H.B.M.'s Legation), Col. Walker (Deputy Quarter-Master General), Mr. Thompson (Deputy Commissary-General), Mr. T. W. Bowlby ("The Times' Special Correspondent"), escorted by five of the King's Dragoon Guards, and 20 Sowars of Fane's Horse, under the gallant Lt. Anderson (one of the Lucknow heroes); they then passed on to Matow, and were there joined by the Chinese Officers sent to conduct them to the Imperial Commissioners at Tung-Chow; thence they passed on to Chang-kea-wau, where the Chinese Lieut.-General Tih-hingah met them, and congratulated Mr. Parkes on the conclusion of peace, and observed, "let us forget that we have been enemies, and henceforward know each other as friends;" thence they proceeded to Tung-chow, and were ushered into a Temple, their personal wants being supplied them, and there Mr. Parkes had an interview with the Commissioners, Tsai, Prince of I, and Muh-yin, who were assisted by the late Assistant Commissioner at Tien-tsin (Hang-ki); the consultation lasted a considerable time, without any definite result, when the French Secretary of the Embassy also arrived by appointment. Officers were then appointed to accompany Col. Walker and Mr. Parkes to mark out the position of the British Camp at the Five-le Point, south of Chang-kea-wau, who then (leaving the whole of their party behind them) rode out together to Chang-kea-wau, but on reaching the Five-le-Point a complete

army was found in occupation of it. Mr. Parkes, upon seeing this hostile display, requested Mr. Loch to ride on and inform Sir Hope Grant of the state of affairs, and himself returned to Tung-chow to seek an explanation from the Commissioners, and met Hang-ki, who stated that he himself was proceeding to Lord Elgin; hastening onwards he arrived at the above place, and after proceeding to a Temple (3 miles distant from that in which he had been previously received), he succeeded, after considerable delay, in obtaining an interview with the Commissioners, and at once requested explanations as to the military movements which were being carried on. Such not proving satisfactory he took leave of them and departed, accompanied by the whole of his party, just as Major Brabazon and Mr. Loch had returned from General Grant, who requested them to hasten back to the camp as soon as possible. Thence they passed through Chang-kea-wau, when the Chinese commenced an action, and the officer commanding the troops in front ordered the British party to halt until he had received the orders of his superior officer. Mr. Parkes, to save time, left his party, and accompanied by Mr. Loch and one sowar, carrying a white flag, proceeded with the Chinese officer, who led them across a tall cane field, when a body of soldiers attempted to fire upon them, but were prevented; they were then made to dismount, and told to cross the canal in a boat, and as they were advancing towards the canal to meet Prince Sang-ko-lin-sia, who was on the other side, the soldiers fell upon them, tore off several things they

wore, dragged them across the canal, and threw them prostrate on the ground before that Prince, who upbraided Mr. Parkes with being "the chief cause of all the evils of the war," and then commanded the troops to convey Mr. Parkes to a house, where they again hurled him down on his knees before the Prince, who ordered Mr. Parkes to write to the British to stop hostilities; this he refused to do; he then directed that himself, Mr. Loch, and the sowar should be led to the Prince of I, and the British escort conducted to Chang-keawau. After these instructions had been issued, two distinguished officers in his suite, wearing red buttons, took Mr. Parkes aside, and strongly urged upon him the necessity of compliance with the Prince's request, but he declined, when those officers told him "that he had gone too far, and would probably meet with his deserts." Then Mr. Parkes saw the French Commissariat Intendant led up to the house; he appeared to have been ill-used, but he had no opportunity of speaking with him; immediately after which himself, Mr. Loch, and the sowar were ordered to get into an open cart (a great degradation) of the roughest description, along with two French soldiers who now made their appearance on the scene. They were then conveyed to Tung-chow, and proceeded to the Temple in the west suburb, where Mr. Parkes had seen the Commissioners, who, having now left, the party were escorted by 50 horsemen, and proceeded along the Peking road until they reached the Encampment of the Minister of State (Juilin—Juy-lin). Here the soldiery acted so brutally

towards them that they were removed into a house, their persons searched by a Tajin (an officer of rank), and everything they possessed, except Mr. Loch's prayer book, taken from them; after which they were removed to a Temple, and the Mandarin Tsing-Tajin, attached to the suite of the Prince of I (who had previously behaved extremely rude to Mr. Parkes), immediately ordered that the whole party should be brought before him for examination. After asking their names, &c., he desired to be informed of Mr. Parkes how he came possessed of a list of names which had been discovered in that gentleman's pocket, but the request was refused; then he retired, and a number of soldiers with drawn swords rushed in and dragged Mr. Parkes and his party out, bound their wrists tightly behind them, and the soldiery shouted aloud for their death. Then they were run quickly out of the house, and Mr. Parkes and Mr. Loch then took a farewell leave, as they thought, of each other; all were then placed in a cart some time afterwards; they halted and met under some trees, when they were again placed in a cart which jolted most dreadfully, but owing to the vehicle not being able to proceed at as rapid a pace as the Chinese desired, the Sikh, 60 years old, and a Frenchman, were transferred to another cart, during which period the Prince of I, Muh-yin, and Hang-ki passed them in large sedan chairs; suffering considerably from pain and thirst, they appealed to Tsing-Tajin, who had charge of them, for relief, but such was unheeded, except by a soldier, who gave them some

water, and in this manner they entered Peking by the Chaouyang (East) gate, and were then taken to the Board of Punishments, at which place Mr. Parkes was removed from the cart and carried before a tribunal composed of junior examiners, who compelled him to kneel, loaded him with chains, and after treating him in a most tyrannical manner handed him over to most ruffian-looking gaolers, who conducted him through several long courts, where he met Mr. Loch also loaded with chains, but without being allowed to converse with him, and both were then led off in different directions. Mr. Parkes was taken to the Common Prison, and thrown among a throng of 70 to 80 most wild-looking Chinese culprits, who were extremely offensive, owing to the disease and dirt which are the invariable adjuncts to be met with in all Chinese jails. The gaolers then re-searched and examined him, saw that the chains, which consisted of one long and heavy one stretching from the neck to the feet, to which the hands were fastened by two cross chains and handcuffs, and the feet in a similar manner were properly secured, bound his arms very tightly with fresh cords, but removed the cords from his wrists, which had caused his hands to swell double their usual size, and to suffer most excruciating pain. He was then laid down on the raised boarding on which the prisoners sleep, and fastened by another large chain to a beam over head. He then fell asleep, and about midnight was roused up and carried before the Board of Inquisitors, accompanied by a complete phalanx of

police runners, gaolers, lictors, and the myrmidons of Chinese law. He was then placed kneeling before the mandarins, who, previous to again interrogating him, warned him that they would force the truth from him, if he did not give it willingly, and then ordered four torturers to seize him by the ears and the hair of the head, and afterwards proceeded to ask him a multitude of questions, at the close of which he was compelled to remain kneeling on the stone floor. He was then carried back to prison, and on the 19th and 20th September a number of mandarins visited the prison, and some of them ordered Mr. Parkes to be brought out, and made him kneel before them, among whom was the President of the Board of Inquisitors, who abused Mr. Parkes most bitterly. The prisoners (mostly burglars, murderers, &c.) however, deeply sympathised with him, the greater part of whom were, by the prison diet, reduced to a most filthy emaciated condition. Mr. Parkes was provided with food that he could eat, and the cost of his maintenance was about 1s. per diem. His meals consisted of two daily, viz., boiled rice, or macaroni, seasoned with a small allowance of meat or vegetables, bread, a little tea, and tobacco. Two gaolers constantly kept watch by day and night over him. On the 22nd September Mr Parkes was removed to a separate ward, about 8 feet square, situated on the opposite side of the court, in which were also domiciled the four gaolers who had charge of him. The Inspector of Prisons then visited him, and desired him to be seated; he was also

accompanied by his deputy, both of whom entered into a lengthened conversation with him, and endeavoured to persuade him to write something that would lead to a settlement of the present differences between the two nations, but he declined to accede to their request. Soon after which he informed him that Hang-ki wished to have an interview with him. Mr. Parkes agreed to see him, and a long conversation took place between them, without any definite result, but that mandarin promised to visit him again. On the 25th September Mr. Parkes asked the gaoler to request Hang-ki to visit him, but that functionary stated that such request could not be complied with, unless Mr. Parkes wrote the usual red card in his own handwriting, (this card was forwarded by Prince Kung on the 27th September to Lord Elgin, in proof that Mr. Parkes was well and cared for), and on the 26th September Hang-ki renewed his visit, accompanied by the inspectors of prisons (Gan and Choo Laon-yay), and on the 29th both Mr. Parkes and Mr. Loch were released from their respective prisons, placed in the proper carriage cart which was well cushioned and located in the Temple of Kaowmeson (Rao-miao) where quarters had been prepared for them by the order of Prince Kung. The room occupied by them was about 20 feet by 10, which was entered by another room of the same dimensions, in which eight of the gaolers of the Board of Punishments, whom the mandarin Hang-ki stated were to act as their servants, were stationed. These apartments looked into an open court 40 feet

square, in which they were allowed to take exercise. Both the interior and exterior of their domicile were well guarded by troops. Excellent food, beds, writing materials, soap, towels, &c., were also supplied them, and when their meals were ordered (which those gentlemen were requested to do whenever they felt disposed) they were abundant and good; which treatment, at the request of Hang-ki, Mr. Parkes stated as having received in his note to Lord Elgin. On the 30th September, Hang-ki's head servant brought them a large present of fruit and confectionary in the name of Prince Kung, after which Hang-ki again presented himself, and held a long conversation with Mr. Parkes, and on the 8th October Mr. Parkes and Mr. Loch were placed in covered carts and escorted by a guard of soldiers to the Se-che (N.W.) gate, and there left by them to find their own way to the allied camp. In order to disclose the whole of the treatment endured by the British captives, it is only necessary to state that when before the Board of Examiners Mr. Loch was knocked down, and a large iron collar placed round his neck, with a long heavy chain attached to it; he was then removed into an inner court-yard where by the dim light of a lantern he saw Mr. Parkes seated on a bench; his legs were then fastened with two chains, which were passed through the long chain, which was attached to the iron collar round his neck. He was then separated from Mr. Parkes, and led through long open passages into a court-yard, having a long barn-like building on one side, with grated windows, through which a powerful light shone. The

gaolers then rapped at a door, when a most unearthly yell broke forth, the door was then opened and he was cast into the prison among forty half-naked, savage, wild looking beings, all thieves or murderers, half of whom were chained like himself, and occupied one half of the room, while those who were unchained tenanted the other part, and appeared to belong to a better class. Then the gaolers pinioned his elbows. Mr. Loch's hands were now swollen considerably, and he had lost the use of his fingers; shortly afterwards the rope at his wrists was loosened, and irons placed thereon. A cup of tea was given to him. He was then laid down on a board like a guard-room bed, and chained up by his neck-chain to a beam over his head; he then stretched himself at full length and fell asleep. The next morning he was unchained from the beam, and driven, with the other prisoners, some of whom were covered with the itch and vermin, into a court-yard 16 yards square. A large verandah stood in front of the prison; in one corner of the yard was a cook house, and on the other three sides were small wards for more favoured prisoners. Two mandarins then came in, and he was served with some rice, green vegetables, a little chopped meat, French beans, with bread or biscuit, and such meal was supplied him twice daily. All the prisoners treated him with civility and kindness. Two white button mandarins entered his prison on the first day of his confinement, made him go down on his knees, and asked him a variety of questions, and in the afternoon he was taken into the court-yard and made

to kneel down before several red button mandarins, who abused him in a most shameful manner. His prayer book was taken from him, but upon making signs he obtained its restoration; the prisoners were particularly struck with it, and also at the boots he wore. On the 29th September the unchained prisoners were liberated, and one of the gaolers whispered into his ear, "Pa-ta-gin" and "Hang-ta-gin," and made signs that his iron collar was to be removed. He was then taken into one of the side rooms, and Hang came and ordered his chains to be removed. He was then taken into another yard, and shortly afterwards joined by Mr. Parkes.

*The Board of Revenue, a large structure, in a most ruinous state. The Boards of Civil Office, War, &c.*

THE IMPERIAL PALACE of Tsu-kin-Tching, which the allied commanders threatened to destroy in case one of the gates of the city was not given up to them, has a circumference of two miles, is surrounded with crenelated walls, built of brick and covered with yellow tiles. The palace stands in the centre of a large court yard, surrounded with colonnades, and is furnished in a superb style. One of the finest structures about it is the third gateway, called Touan-Men; then the two temples of Tai-Miao, in which are kept the tablets of the Mantchou and Chetsu Than dynasties; then, after that, the magnificent Tai-ho-Tian (Great Union) saloon, where the emperor receives the principal mandarins of the kingdom and the foreign ambassadors. Also, the Abode of Heavenly Calmness (the emperor's private

apartment), which is the noblest, richest, and most luxuriously furnished in the whole palace. The prisons, pagodas, triumphal arches, barracks, cathedral, Russian embassy, Russian Ecclesiastical College (in the archives of which are deposited two copies of the new and most advantageous treaty concluded in 1860 between Russia and China), palace of the Prince of I, so large a structure, that even in its outhouses full 3,000 men can easily be quartered. In another quarter of the imperial grounds, called Honang-Tching, stands the beautiful temple of Fo, with a gilded bronze statue (60 feet high) of that god, with 100 arms. The Temple of Soung-tchou-Szu, in which resides the Chief Legate of the Lama (three high priests also reside within the city), is a noble pile of building. The Thibetan printing establishment, the Theatres, erected by Kian-Loung; the five artificial mountains, the highest of which, named King-Chan, is celebrated as having been the spot where Hoai-Tsoung, the last Emperor of the Ming dynasty, after having killed his daughter, hung himself on a tree, to prevent himself from falling into the hands of the rebel, Li-tsu-Tching; besides, several Tribunals, Temples, Palaces, and a few *private* show rooms belonging to the Emperor's tradesmen and merchants. In another part stands a palace, surrounded by a wide canal, which is crossed by a singularly constructed, yet beautiful, strong black jasper bridge, and built in the shape of a dragon, the feet of which form the piles and the body the arches. In the Chinese town stands the superb Temple, called

THIAN THAN ("Temple of Heaven,") the finest both as regards its ornaments and construction in the whole empire, and thither the Emperor repairs annually, on the day of the winter solstice, to offer up a sacrifice to the God. A portion of this temple, the TCHAI-KOUNG (called "the Penitential Retreat,") is appropriated to the use of the Emperor during the three fasting days, which he keeps preparatory to offering up his sacrifice. The Chief Hall, circular in shape, is supposed to represent the heavens, and is ornamented with 22 columns, painted sky-blue, and most richly covered with gold. Its roof consists of three lofty rows of porcelain tiles, each respectively painted blue, yellow, and green. A band of no less than 500 musicians is attached to the choir of this temple, and reside therein. The Temple of Agriculture stands at a short distance from it, and the Emperor repairs to it annually in the spring, to guide the handle of a plough along a furrow, which is considered as a holy and political custom.

THE TEMPLES OF TIWANG MIAE AND CONFU-TZEE. In the former are kept the tablets of the most illustrious emperors, from Fou-Hi to the dynasty of Tsing. It also contains a figure of Fou-Hi, with a large bumb on both sides of his head, his pen in his hand, and his sacred tablets before him; beside him is the statue of the Chinese divinity, a most grotesque looking god, with griffin's feet, bird's bill, extended wings, placed in the centre of a small wheel of kettle drums, by which he is surrounded, and his drumstick upheld, as if in the act of striking them. The latter contains the



Imperial College. Bloody sacrifices and homages are constantly offered to that sage annually, in the name of the whole empire. The Hall, situated at the bottom of the court-yard, contains close to the sides of his tablets, those of Meng-Tzé, and two or three other learned men of the second rank, besides those of 97 other wise men, who rank in the third order.

*The Tribunal of the Chinese History*, a kind of University, in which are collected the archives of the empire, and the royal family educated.

*The Imperial College and Imperial Observatory*, erected in 1279, was restored under Father Verbiest, when he held the office of president of the tribunal of mathematics.

The Public Printing Establishment, the Medical College, the Foundling, Vaccination Institution, Public Schools, Cabinet of Natural History, and the Imperial Library, which is stated by Abel Remusat to contain no less than 300,000 volumes.

### THE CITY ROUTE.

Passing through the north portion of the city, we pass a number of large, but dilapidated public edifices, then down the west side, by one of the broad streets that run north and south, we approach towards the Chinese (or south) city, oblong in form, stretching between 4 or 5 miles from east to west, while from south to north it is about  $1\frac{1}{2}$  mile wide, which is separated by a lofty wall from the Tartar (or north) city, which is nearly  $3\frac{1}{2}$  miles square, and resting on the centre of the southern city, and both forming a T shaped figure, with

a disproportionately stout perpendicular. North of all this stands a large earthwork, the north outline of which is exactly parallel to the north wall of the city, and 1 mile distant from it. From its extremities fall the east and west faces of the enclosure, aligning themselves with the east and west walls of the city. Its figure then forms three parallelograms, rising above each other, viz., the earthwork and the north and south cities. In the centre of the north city stands an inner walled and gated city, guarded by men at arms. Approaching the city from the north, the walls are upwards of 60 feet high, and in good condition, having lofty buildings overtopping the gates, which have an imposing appearance. The streets are generally crowded, and a good stroke of business is daily carried on. Turning to the left, along the south of the city, the streets (which on a dry day send up a cloud of dust, in fact, a perfect Australian-like dust storm, that almost blinds a European as he passes along, and on a wet one is knee deep in mud) become narrow and winding, have a raised road in the middle, on which two carts can easily drive abreast, and on either side of it is a lower one about the same breadth, are lined with squalid-looking one-storeyed houses, whose exteriors are painted, and many well-arranged shops, with painted signs and streaming pennants. The greatest trade is carried on in the south city, which is traversed from north to south by a few broad streets (the enormous width of which makes the well-carved wooden-fronted houses look mean and small, several of which are richly gilded),

at right angles, to one or two crossing it from the east to the west gate. Close by stand nearly half-a-dozen ruinous looking public edifices; then we pass the Board of Punishment (in which that energetic, indefatigable, and zealous public servant, Mr. Consul Parkes, and the gallant H. B. Loch, Esq., first attaché to the Earl of Elgin, were so long imprisoned and cruelly tortured, from September 19th to October 8th, 1860), and close by stands the Russian embassy. Thence we proceed along a broad street, extending from the centre of the imperial city on the south, to the central gate of the Chinese city. Then we enter a large square, in front of the gate leading into the Imperial palace, on the east side of which stands the great Boards of Office of the empire. The first is that of the Board of Ceremonies, a superb structure, with fine halls and noble spacious court-yards, in which Lord Elgin and Prince Kung signed the treaty of peace in 1860. The second is the Board of Revenue, in a most wretched plight; the Boards of Civil Office, War, &c., &c.

Populous as are the capitals of most of the European countries, the traveller will not fail to be rather astonished at the din and hubbub of this vast and curious city, in which the ground floor of most of the houses consist of shops, each having mats hanging out before them, ornamented with either red, green, blue, or white pennants, so as to attract the attention of the passers by, and each mat having a sign thereon, on which is written not only the name of the shopkeeper, but his commercial genealogy, his puff, and the names of those

articles, which he most especially recommends to purchasers, placed beside a list of his wares, so that in fact, the general appearance of the streets closely resembles a harbour covered with vessels, with hoisted ensigns; besides, much amusement is constantly derived from the innumerable number of portable shops and itinerant vendors of all kinds of commodities, that are constantly perambulating about the livelong day. Barbers, cobblers, blacksmiths, all ply their respective avocations *al fresco*. The stalls are covered with tea, fruits, cooked rice, and numerous comestibles, so that, notwithstanding the immense width of some of the principal thoroughfares, the pedestrians find considerable difficulty in elbowing their way, which is considerably impeded by the numbers of the soldiery. Tartar officers, mandarins of all ranks, wearing different coloured buttons, policemen, &c., all of whom are accompanied by servants carrying Chinese umbrellas over their heads, flags, painted lanterns, and other insignia of their various offices. Occasionally we meet a funeral procession, followed by a long train of mourners, then a marriage ceremony, accompanied by a number of musicians, and a complete phalanx of merry attendants, both of which are seen at almost every angle of a street, certainly a most extraordinary scene, as thus both joy and mourning, the two great contrasts of human life, are brought face to face. Then long files of noble camels, just arrived from Tartary, loaded with coal, numberless carts, and wheelbarrows, the latter full of vegetables and other agricultural

produce, all coming in from the country. This immense concourse of people moving along, 'crying aloud, hopping, laughing most vociferously, disputing in angry and vehement tones, calling out their commodities; barbers sharpening their razors, flourishing their curling tongs, &c., almost deafens the traveller's ears, whilst the novelty of the scene highly amuses him. Then the numerous groups of females add an interest to the *mélange*. Those of the Chinese race are seen occasionally walking, or rather hobbling along, while the Tartar dames ride on horseback, wearing long silken robes, reaching down to their heels, and are easily distinguished by the length of their feet, which form a curious contrast to the dumpy and diminutive ones of the Chinese, both of whom wear the same kind of *coiffure*, their hair being worn off the forehead, à l'*Imperatrice*, with their faces rouged and powdered, but the Tartar women carry off the palm of beauty. The police, as a body, are extremely well regulated; they are placed at each corner of the streets, and not unfrequently completely line the long streets, and have their emissaries scattered among the crowd in all directions. Independent of which there is a secret, or detective body, who watch over the interests of the shopkeepers. The head of every tenth house is obliged to watch over the safety of his immediate neighbourhood, and, if any disturbance takes place in any of the ten houses under his charge, he is compelled to go and inform the patrol of such, and to insist upon their interference. At night watchmen patrol the city, who

do not cry out the hour, but blow a kind of bamboo pipe, the sound of which is extremely shrill and mournful.

**CURIOSITIES.** — The transport boats, junks, war pinnace, duck boats, and the manner in which the ducks catch the fish, country carts, large sedan chairs, pagodas, bridges, the gods, costumes of the mandarins, soldiery, and peasantry, triumphal arches, the great walls, fortresses, ship-launching, wind wheelbarrows, with sails attached to them, the implements of torture, viz., the *cangue* (called in Chinese *tcha*), which consists of two pieces of wood having a half-circular hole in the middle, into which the neck of the culprit is placed, where it is held tightly by the two pieces, and sealed by the mandarin, and to the joint is affixed a paper, on which is written the sentence, which the officer is bound to see executed, and the culprit's hands are placed through the other holes made in the angles of the machine. It generally weighs from 60 to 200 lbs., according to the severity of the sentence. The judge directs in what manner it is to be worn, and how long it is to remain on the culprit's shoulders, which averages one, two, and even as long as three months. The police daily take out their victims for a promenade, thus harnessed, conduct them through the most public thoroughfares, and often chain them to the gates of the city, when they are relieved by being allowed to rest the weight of the *tcha* against the wall or tree, and when the culprit has rested he is then forced on with strokes of a formidable whip, and as he goes along he cries aloud for pity; sometimes, almost

famished with hunger and dying of thirst, he is relieved by the passers-by thrusting handfuls of boiled rice into his mouth, or else a few piastres are given to him, which at once hushes his heart-rending lamentations.

**THE CHRISTIAN CHURCHES**, which were, in the

6th cent., established by O-lo-Peu (during the reign of the celebrated Emperor Tau-Tsoun), supposed to have been a Syrian by birth, and professing the Nestorian doctrines. He was allowed to erect a church (the first ever constructed in this kingdom), and had attached to it about 20 priests. His tenets were translated into Chinese, and the Emperor himself became a convert; at the same time adding, "that all religions were good, according to the times and places at which they were promulgated."

In the

8th cent. it was abolished, and the whole mission were either driven into exile or else put to death. In the

13th cent. a number of Greek Christians arrived here with the army of Gengis Khan, and when Chi-Tsou (Koblai-Khan) founded the city of Pekin, he granted the Catholic monks a piece of ground for the site of a church within the walls of the city. Several of the descendants of the Nestorians who accompanied O-lo-Peu continued at this period to preach their doctrines secretly. Jean de

Monte-Corvino, a member of the religious order of the Mining Brothers, succeeded, notwithstanding the strong opposition of the Greek Christians, in establishing a Roman Catholic Church, with a set of bells, which were allowed to be rung to summon the devout to prayers. Alone he baptized no less than 6,000 Chinese, and although he most strenuously and frequently applied to the Pope for aid in the perseverance of his mission, it was not until 11 years had elapsed that a Franciscan, named Arnold, of Cologne, joined him, when Pope Clement V. created it an Archbishopal See, and sent out Andrea de Perouse and several other missionaries. In the

16th cent. the celebrated Jesuit, François Xavier, reached the frontiers, but died at San-chian; after whom followed Father Valignan, Roger Pasio, and the learned Matthew Ricci, of Ancona, who may justly be considered as the founder of the Roman Catholic mission to China, who published a work at Pekin, entitled "On the Divine Law," which became extremely popular among the Chinese, and then he obtained permission to settle himself, with his colleagues, at Tchao-King-Fou; and, after a great deal of trouble, at the beginning of the

17th cent. he entered Pekin, dressed like

a Chinese, where he was favourably received by the Emperor, who graciously received his presents, and was particularly struck with a clock and a repeating watch; both at that period were quite unknown in China. At his death Father Adam Schall took his place as chief of the mission, and during the reign of the first Tartar prince, Chun-Tchi, he was appointed First Director of the Office of Celestial Affairs, with the title of Master of the Crafty Doctrines, and enjoyed the private confidence of the Emperor, who was accustomed to talk familiarly with him in his office, and partake of fruits in his garden. During this century no less than 100,000 Chinese were baptised; but during the minority of Kang-Hi, he was most cruelly persecuted — tortured several times, and at length perished from exhaustion and suffering. He was succeeded by Father Verbiest; and towards the close of this century, *i.e.* in 1689, the French mission, consisting of M.M. Colbert and Pdre-la-Chaise, arrived in China, who, by their knowledge as geographers, philosophers, naturalists, physicians, astronomers, and mathematicians, rendered themselves extremely useful to the Chinese by the establishment of scientific institutions. They were followed by the Jesuits Tachaud, Fontaney, Le-

comte, Noel, Bouvet, Fomquet, Viedelon, Cibot, Paremmia, Gribillon, Amyot, Regis, and especially Prémare and Gaubil (who translated the Collection of King, one of the most ancient works in the Chinese literature), both of whose learned works in the Chinese language, as also those of Fathers Ricci and Verbiest, are considered as the finest works in that language. Unfortunately the fathers and Jesuits carried on a religious war among themselves.

18th cent. On the accession of You-Tching (the son of Kang-Hi), they were either imprisoned, tortured, put to violent deaths, or banished out of the kingdom; only a few learned men being then allowed to remain, but they were prohibited from preaching. However, Father Atteret, of the Society of Jesus, employed as printer to the Emperor of China, states in his letter to M. D'Assant, dated Nov., 1746, that there were at that period three churches and 22 Jesuits (10 French, and 12 Portuguese, Italians, and Germans), 7 of whom were employed in the Emperor's service, the other 15 being missionaries, who took charge of the mission established in Peking and 60 leagues around it, wherein they made apostolic visitations. Besides these there were five Chinese priests, who visited houses and places which

Europeans could not safely enter. In the provinces there were about 40 missionaries, who merely exercised their religious functions clandestinely; but the mandarins did not heed their private exertions, but expelled them if they made a public profession of their doctrines. In the

19th cent. Protestant missions were commenced, and in

1860, the Chinese government agreed to restore (through the medium of the French minister) the churches, cemeteries, and their dependencies, which formerly belonged to the Christians, throughout the empire; and a *Te Deum*, and the *Domine Salvum* were sung, on the 29th of October, 1860, in the Cathedral.

**ATTRACTIONS IN THE VICINITY.**—The village of Yuen-mung-yeu, which was, when the French troops, in 1860, entered it, approached by a road paved with granite flags, after which a handsome bridge was passed, then the road was bordered on the left by a row of stately trees, and having on the right a large square containing a fine row of noble houses, the residences of the principal mandarins; facing it was the entrance to the Emperor's palace, which was closed by a very strong gate, with barriers on the right and left. The lion of the place, the Imperial Palace, stood in about 60,000 acres, most artistically laid out in lovely gardens, interspersed with artificial mountains, 300 to 400 feet high, thickly, and yet most pic-

turesquely covered with flowering shrubs of the most fragrant and beautiful description, with their sides thickly studded with forest trees, intersected by numerous streams, across which most grotesque, and yet elegant, stone bridges were erected; and having gliding on their surfaces beautifully ornamented barges, most splendidly fitted up; whilst several lakes, studded with verdant islands, added considerably to the beauty of the *tout ensemble*, which was considerably heightened by the elegant kiosks, belvederes, porcelain towers, and triumphal arches, that were scattered about in hundreds in all directions. The number of palaces standing in this princely ornamented domain, amounted to no less than 200, each of which had its facade literally sparkling with gilded ornaments, and decorated with highly varnished paintings; the whole of their wood work was beautifully gilded, painted, and varnished; the roofs covered with varnished red, yellow, blue, green, and violet porcelain tiles, all stamped with curiously-devised grotesque scenes and figures. All the buildings had considerable quantities of marble, brick, and cedar-wood employed in their construction. The finest was that situated in the centre of an artificial lake, one side of which extended upwards of two miles, winding in and out, among grottoes and through flower gardens, roofed in by flowering creepers, and was the favourite promenade of the Emperor and his court. In some places, where the palaces came down to the water's edge, the walk was carried past them on a light and beautiful stone terrace, overhanging the lake. The lofty

mountains of Tartary forming the background made it, while it certainly was one of the most singular, also one of the most beautiful panoramas conceivable. The Emperor's Palace, styled so, *par excellence*, standing on the summit of a rocky island, it was admirably constructed, exquisitely decorated, and struck the Europeans who beheld it with admiration. It contained several apartments of indescribable splendour. The Audience Hall was erected on a solid stone terrace, having its projected roof curiously supported by wooden columns, which gave it a Gothic appearance. The luxury and splendour of its interior was without parallel in any part of the known world, and the rooms were completely filled with gold, silver, and bronze gods of gigantic dimensions (one of which, a Buddha, was 70 feet high), and some were stored with bales of the finest silk fabrics. The sum of £32,000 was found in solid ingots of gold and silver, which gave each private in the allied forces prize money to the amount of about £35s. (80 francs). In one pagoda, half a league from the palace, was found the two superb English carriages and the gilded harness, which had been presented by the British Envoy, Lord Macartney, in 1793, completely embedded in dust; but great care had been taken of the two 12-pounder howitzers, with their shot and shell, which were kept in a large coach-house, that had also been sent as presents from George III. The entire body of the French officers made a present to the Emperor, Empress, and Prince

Imperial of France, of the whole of the most valuable articles which they carried off from the palace. A superb green jade baton, of great value, mounted with gold, was selected by Lord Elgin as a present to her Majesty Queen Victoria; and a similar one was likewise sent to his Imperial Majesty the Emperor Napoleon. In fact, this most princely residence, with its immense park-like grounds, artificial lakes, rockeries, pagodas, bridges, temples, quite astonished and enchanted the most fastidious *connoisseurs*] among the allied armies, and in front of the principal court-yard, where the French troops had pitched their camp, the entire surface was (when the British troops arrived on the scene) densely covered with the most costly silk, satin, and fur fabrics, articles *de vertu*, made of the most magnificent and valuable jade, clocks, pictures, and almost every article of Asiatic, Chinese, and European luxury, and the superb *salons* of the Imperial Palace were filled with the most costly and valuable articles conceivable, the sale of which have realised no less than from 50,000*l.* to 60,000*l.* sterling, and of which, to their honour be it recorded, both Sir Hope Grant and General Montauban declined to accept any share.

#### HISTORICAL REMINISCENCES:—

1860. In consequence of the treachery of the Chinese Government, and the murder of the prisoners basely captured by them, the whole of these palaces were totally destroyed by fire by the British troops.

Here were preserved the tablets of the dynasty, on the safety of which the Chinese thought that the existence of the present reigning family depended; here the Emperor held his concerts, evening parties, private theatricals, mixed familiarly with his guests, and this was the scene of all the intrigues and gaieties of the Celestial Court, and was held in great reverence by the Chinese people, from its being the constant residence of the Emperor, and immense sums were annually expended on its maintenance.

It is estimated by the Chinese that the destruction of the palaces, devastation of the superb grounds, and amount of property looted, amounts to nearly three millions of pounds sterling.

The prisoners most basely captured by the Chinese, and in violation of a flag of truce were, viz.: English—seven Europeans, viz.:—The Hon. W. C. F. H. T. de Norman, *first attaché* to the British Mission to China (tortured to death); H. S. Parkes, Esq., H.B.M. Consul at Shanghai (confined from September 19th to October 8th, at the Board of Punishments in Peking, and then delivered up); H. B. Loch, Esq., *first attaché* to the British Mission to China under the Earl of Elgin (also confined from September 19th to October 8th, in the same place, but not in the same prison as Consul Parkes); Major Brabazon, R.A. (who was beheaded at Pa-li-chow, or

killed in the *mêlée* when the British forces routed the Chinese at that place, under Juilin); Mr. Bowlby, the talented and respected Special Correspondent of the *Times*, sank under his confinement and tortures; Lieut. R. B. Anderson, of Fane's Horse, a most gallant officer, also died from exhaustion and the effects of tortures; J. Phipps, a private in the King's Dragoon Guards, also died during his confinement, from the effects of the cruel tortures which he endured; and nineteen Sikhs, seven of whom died in confinement under torture, and eleven were delivered up.

FRENCH.—The Abbé de Luc, missionary, attached to the staff of General Montauban, beheaded at Pa-li-chow, and his body thrown into the canal.

Count D'Escuyzac de Lauture, attached to the French army in a scientific capacity, kept a prisoner a much longer time than Mr. Parkes, but was delivered up on the 9th October.

The Intendant of Commissary, Col. Dubost, one of his Aides-de-Camps, and a Colonel of Artillery, killed, also several private soldiers belonging to the French army. On the 17th October the remains of Messrs. De Norman, Anderson, Bowlby, and Phipps, were brought into the British camp in coffins, and buried with military honours, in the Russian cemetery, which the Russian General Ignatiéff, with the greatest courtesy, allowed to be used for that purpose. The service, which was very imposing, was read by the Rev. Mr. M'Gee, chaplain to the forces, and both a Roman Catholic and Greek Priest,



attended in their pontifical vestments, held the emblem of the Christian Faith up in the air, and the procession was accompanied by the Right Hon. the Earl of Elgin, the Allied Commanders-in-Chief, their staff, the Russian minister, and 100 officers selected from the different allied regiments.

**RECOMPENSE.**—£100,000 have been obtained from the Chinese Government, for the families of the British, and £70,000 for those of the French prisoners murdered.

#### **HISTORICAL REMINISCENCES :—**

**13th century.** This city was founded by Koblai-Khan, the Chi-Tsou of the Chinese.

Catholic monks allowed to reside within its walls.

Marco Polo arrived here.

A few Mussulman Arabs reached it, and unsuccessfully attempted to propagate their religion.

O-lo-Peu took up his residence here towards the end of the above century.

**14th century.** Jean de Monte Corvino established a Roman Catholic Church here, and was followed by several other Priests and Missionaries.

**1521.** Thomas Perez, by order of the Portuguese Admiral, Fernandez Perez d'Andrada, endeavoured to reach this place, but was imprisoned at Canton.

**1552.** The Jesuit, Francis Xavier, reached the frontiers, but died at San-Chian.

**1583.** The Fathers, Valignan, Pasio, Matthew Ricci (the original founder of the Chinese Mission) arrived here, but died in 1610, when Father Schall became the head of the Missionaries stationed here, and in 1669 he perished from the effects of wearing the *cangue* (tcha), to which he had been condemned.

**1656.** The Dutch embassy obtained an audience of the Emperor here on the 17th July, and in

**1667,** they sent another embassy, which was also well received.

**1690.** The French Mission, under Colbert and Father La Chaise, arrived here.

**1693.** The Russian Government sent an Embassy, and in

**1719,** Peter the Great despatched another, which left Moscow on the 9th September, but did not reach this place until December 18th, 1720, when it was received with great splendour.

**1721.** The Pope sent a Nuncio, who was well received.

**1723-24.** The Christian missionaries were prohibited from exercising their calling.

**1753.** The Portuguese also sent an Embassy, but without producing any beneficial political results.

**1792.** The British Government sent Lord Macartney as ambassador, who ar-

rived at the mouth of the Peiho in August, 1793, and then proceeded in a Chinese yacht to this place.

1794. Another Dutch embassy arrived here.

1814. Lord Amherst was despatched by the British Government, but on arriving here he declined to prostrate himself before the Emperor, was refused an audience, and returned.

1860. Mr. Ward, the American minister, arrived here and exchanged a Convention with the Chinese Government. The Allied Armies of England and France had the An-ting Gate of this place surrendered to them. The Earl of Elgin was received as ambassador, and the following Treaty signed by Prince Kung, the *uterine* brother of the Emperor, viz.:—

In Article I. the Emperor regrets the misunderstanding at the Taku Forts last year.

Art. II. stipulates that a British Minister shall reside at Peking.

Art. III. arranges the payment of the indemnity by instalments.

Art. IV. opens the port of Tien-tsin to trade.

Art. V. removes the interdict on emigration.

Art. VI. cedes Kowloon to the British Crown.

Art. VII. provides for the immediate operation of the Treaty of Tien-tsin.

Art. VIII. orders the promulgation of the Treaty throughout China.

Art. IX. stipulates the evacuation of Chusan by the British force.

The indemnity to be paid by the Chinese has been fixed at 8,000,000 taels in all.

Baron de Gros, the French ambassador, was also received here, and an indemnification of 60,000,000 frs. agreed to be paid to France. The emigration of Coolies authorized by the Chinese Government, and the Churches, Cemeteries, and Dependencies, which formerly belonged to the Christians in the Chinese Empire, to be restored. The Russian Minister, General Ignatieff, took up his residence here, and a Treaty was also signed between Russia and the Chinese Government.

The Emperor left Peking prior to the arrival of the Allied Forces.

The Hon. Mr. Bruce was presented to Prince Kung as the representative of Her Britannic Majesty at this Court.

Mr. Consul Adkins took up his residence here.

The Allied Forces retired from it in November.

A direct courier, and telegraphic communication is maintained between this place and St. Petersburg.

## SEA VOYAGE TO THE PHILIPPINE ISLANDS.

(So called from Philip II. of Spain. Discovered in 1521 by Magelhaens).

## MANILLA.

Population, 25,800. Lat., 14° 36" N. Long., 120° 58" E. **HOTELS.**—La Reina Isabella. Tariff—16s. to 24s. per diem, exclusive of all drinkables.

**BRITISH CONSUL.**—J. W. P. Farren, Esq.; Vice, W. H. Webb, Esq. The British Consuls stationed at the other parts of China, &c., are, viz.:—At Foochowfow, M. C. Morrison, Esq.; Ningpo, F. E. B. Harvey, Esq.; Whampoa, F. H. Hale, Esq.; Island of Borneo (Sarawak), Spenser St. John, Esq.; Comoro Island, William Sunley, Esq.

The town is beautifully situated on the Pasig river, which issues from Lake Bahía, 10 miles distant, and flows east of the bay on the west coast, which is a circular basin of 30 miles in diameter and land locked, but very few of the houses are more than one storey high, on account of the prevalence of earthquakes.

**CONVEYANCES.**—Palanquins, horses (very good), Carriages, Boats, Canoes (Baucas).

**STEAMERS.**—Peninsular and Oriental Company's vessels, (Matia Menchacatorre and Co., Agents), leave on the 9th and 26th of every month, for Hong Kong, Singapore, Penang, Point de Galle, Bombay, Aden, Mauritius, Suez, Alexandria, and Malta.

The European mail is made up on the 8th and 25th of every month, and arrives there on the 14th and 29th of every month.

**PASSPORTS.**—See page 33.

**COINS.**—Dollars, Spanish,

**SEASONS, &c.**—The rainy begins in August and ends in October. It is extremely healthy, hot, but subject to earthquakes. Scenery lovely and picturesque.

**REMARKABLE OBJECTS AND ATTRACTIONS.**—The Governor's House, Public Offices, Churches, Landing Place, Shops (kept by Chinamen), Plaza (statue of Isabella H.), Billiard Rooms, Barber's Shops, Fortifications, &c. The Lake—Los Banos—Island near Los Banos (fine shooting), Majajhay, Luisiana, Tananan, Volcano of Saul, Calamba, Hala Hala, Santa Cruz (waterfall and gorge, both magnificent), bamboo, plantain, cocoa-nut, palm, sugar, tobacco, and nipa plantations; Indian Villages, Convents, Castle of St. Philip, Port Cavite, 20 miles S. W.

**AMUSEMENTS.**—Military bands (excellent), chiefly composed of half castes (Mestigas), Dancing Baucá parties on the water in canoes. The Abauer Los and Lanceros the favourite dances.

**COSTUMES** are exceedingly outré, pleasing, and curious, viz.:—Women wear a pina camisa (shift), which is much thinner than muslin, over which a saga (petticoat) of a bright plaid pattern, and then a tapis (a large kind of scarf or skirt), always of a much brighter colour than their dress, their beautiful hair is worn hanging down to their heels; in their deportment they possess a native aristocratic elegance unequalled by any European lady of rank. They are addicted to smoking, chewing betel-nut, and expectorating, and when in the interior wear enormous large bamboo hats, and in the house very high wooden sandals.

The men wear fine embroidered striped pina shirts outside their trowsers, and their dress generally consists of black hat, trowsers, patent leather boots. They also doff a large bamboo hat (Salacott), with horse-hair hanging down, as the soldier's cap. Ball costume is white jacket, vest, and trousers.

They are extremely hospitable, and offer strangers cigars and betel-nut immediately on their entrance into their houses. The priests are *bon-vivants*, and no controversialists. The only religion exercised is that of the Roman Catholic Church, but persons of all creeds are equally well received, although not allowed *publicly* to make any profession of their faith. The Government is administered by the Archbishop, who is the Viceroy.

PRODUCTIONS.—Bread fruit, cotton, cocoa, copper, gold, iron, sugar, tobacco, rice, cigars (in which a most lucrative trade is

carried on). The latter are sold here at 5 dollars per quintal; 20,000 hands are regularly employed in their manufacture. They cost 4s. per 1,000, have a tax of 600 per cent. laid on them in India, and sell at 26s. per 1,000. The Cortados used in India cost 32s. per 1,000, are sold by the merchants at 64s. per 1,000, and yield an enormous revenue.

This place is most unquestionably the sanatorium of Hong Kong, and thither all invalids should resort in July or August.

#### HISTORICAL REMINISCENCES:—

- 1617. Visited by an earthquake.
- 1620. Overthrown by an earthquake, and 3,000 persons killed.
- 1762. The British captured it, and the Archbishop agreed to pay £1,000,000 as a ransom, which stipulation was accepted, but the sum was *never paid*.

## SKELETON OF ROUTE No. 14.

FROM LONDON VIA DOVER, OSTEND, BRUSSELS, COLOGNE, MENTZ, BASLE, LUCERNE, THE RHINE JOURNEY, MILAN, ALEXANDRIA, SUEZ, ADEN, BOMBAY, POINT DE GALLE, PENANG, SINGAPORE, HONG KONG, AMOY, SHANGHAI, AND MANILLA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure from London so as to proceed to India by the Bombay Mail which sails from Marseilles on the 4th & 19th		Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Luggage Charge for Overweight.	Fares.		Extra Expenses.		Total Expenditure.	
			D	H.	D	H.	D	H.	D.	H.		1st class.	2nd class.	Hotel.	Incl. gentl.	1st class.	2nd class.
2501½	London, via Routes 5 and 6, pp. 217 and 223, to Alexandria .....	Rail 1st & 5th and Pkt	15	4	10	16½	25	20½	33½	160	£2	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	Alexandria to Bombay, via Route No. 2, p. 115½	Rail and Pkt	11	22	1	15½	14	13½			"	74	11	6	69	15	9
5683½	Bombay to Point de Galle .....	Pkt. 6th, 22nd	5	0	..	12	..	5	0	12	£1	5	5	0	5	5	0
911	Point de Galle .....	Pkt. 6th, 22nd	6	0	..	..	..	6	0	..	"	10	10	0	..	10	10
1213	Penang .....	12th, 28th	..	..	..	12	..	12	..	..	"	..	..	0	15	0	15
381	Singapore .....	12th, 28th	..	..	..	..	..	2	0	..	"	5	5	0	5	5	0
1437	Hong Kong .....	14th, 30th	..	..	..	1	0	1	0	..	"	1	0	0	1	0	0
1202½	Hong Kong to Shanghai ..	15th, 1st	8	0	..	..	8	0	..	..	"	15	15	0	..	15	15
800	Hong Kong to Shanghai ..	23rd, 8th	..	..	4	..	4	0	..	..	"	..	..	4	0	4	0
1826½	Hong Kong to Shanghai ..	Pkt 10th, 27th	48	2	18	8½	65	10½	..	..	..	137	6	2	115	9	5
1826½	Hong Kong to Shanghai ..	Pkt 1st, 15th	4	0	..	..	4	0	..	..	..	20	0	0	20	0	0
1826½	Hong Kong to Shanghai ..	Pkt 1st, 15th	52	2	18	8	70	10½	..	..	..	157	6	2	135	9	5

The Homeward Mail Packet leaves Shanghai on the 7th and 23rd, arrives at Hong Kong on the 12th and 28th, and then leaves for Point de Galle, Singapore, Penang, Bombay, Mauritius, Aden, Alexandria, Suez, Malta, and Europe, on the 15th and 30th of every month. The Homeward-Bound Traveller must reverse the Route.

ROUTE No. 14.—London to Alexandria, via Routes 5 and 6, described pages 217 and 223, thence from Alexandria to Bombay, via Route No. 2, described page 115. Sea voyage of five days from Bombay to Point de Galle, during which period no land is visible; thence from Point de Galle to Penang, Singapore, Hong Kong, Amoy, Shanghai, and Manilla, via Route No. 13, described page 243.

## SKELETON OF ROUTE No. 15.

FROM LONDON, VIA DOVER, CALAIS, PARIS, MARSEILLES, MALTA, ALEXANDRIA, CAIRO, SUEZ,  
AND ADEN, TO THE MAURITIUS AND REUNION (ISLE OF BOURBON).

Miles from London.	Names of Stations.	Mode of Conveyance.	Dates of Departure, so as to proceed to India by the Mails which sail from Marseilles on the 11th & 27th of every month.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Luggage Allowed		Charge for Overweight.	Fares.			Extra Expenses.		Total Expenditure.		
				D.	H.	D.	H.	D.	H.	1st class.	2nd class.		Per lb.	1st Class.	2nd Class.	Hotel.	Incl- dental.	1st Class.	2nd Class.	
2370½	London to Aden, via Routes Nos. 1 and 2....}	Rail and Pkt.	6th, 22nd 1st.	12	21	4	20	17	11	336	168	2	£	s. d.	£ s. d.	£ s. d.	£ s. d.	79 14	865 8 9	
2336	Aden to Mauritius*.....	Pkt.	1st only.	12	0	0	12	12	12	..	..	1	30	0	0 30	0 01	0 00	5 0	31 5	031 5 0
521½			Days	24	4½	5	4	30	8½	..	..	..	89	0	9 85	0 77	18 24	15 0	110 19	896 13 9

\* The Homeward Mail Packet leaves Mauritius on the 7th of every month, and arrives at Aden on the 18th, and proceeds to Europe on the 19th. The Homeward-Bound Traveller must reverse the Route.

The Australian Packets leave Aden on the 1st of every month for King George's Sound, Kangaroo Island (for Adelaide), and Melbourne, and return to Aden on the 18th of every month.

The Packets to Réunion (Isle of Bourbon) leave Mauritius on the 11th, and return on the 6th of every month.

## ROUTE No. 15.

London to Aden, see Routes Nos. 1 and 2, described pages 69 and 115.

Sea Voyage (12 days), during which nothing interesting occurs, as land is seldom sighted, and few vessels seen until we approach

## MAURITIUS

(*Port Louis*, the capital, on the East Coast).

So called by the Dutch, in honour of Prince Maurice, who settled here in 1598. Taken by the English in 1810. Situated in the Indian Ocean, 400 miles east of Madagascar, 150 miles in circumference; 20° 27' south lat., 57° 16' east long. It has a population of 100,000, and an area of about 500,000 acres. Its productions are coffee, ebony, indigo, cattle, deer, goats, and sheep. Its fortifications are strong, harbour spacious, but, in the hurricane months, unable to shelter more than 8 ships. The thermometer averages about 77°.

PASSPORTS.—See page 33.

HOTELS.—British, Dutch, Royal, and several others. Tariff—4 to 5 dollars (19s. to 20s.) per diem for board and residence, all drinkables extra.

CONVEYANCES.—Horses, carriages, &c.

BANKERS.—The Oriental Bank Corporation.

COINS.—Government accounts are kept in sterling money, but mercantile accounts in dollars and cents.

1 Franc = 10d.

1 Spanish Dollar, 4s. 4d.

WEIGHTS—

100lbs. French = 108lbs. English.

15 Feet " = 16 English.

Velte = 2 Gallons English.

CONSUL.—Austrian, A. Cormal, Esq.

NEWSPAPER.—The *Overland Gazette*.

Climate healthy, although extremely hot during some portion of the year.

The Anglo French, in connection with the Peninsular and Oriental Company's Steamer to Aden (Hunter, Ireland and Co., Peninsular and Oriental Company's Agents), with the mails homeward, on the 27th of every month, and arrives from Aden with Overland Mail on the 26th of ditto; also once monthly to and from London, *via* the Cape, Madras, and Calcutta.

SAILING VESSELS.—About once monthly from England, and frequently to and from all parts of the world.

REMARKS ABOUT THE ISLAND.—It is singularly picturesque, and is intersected by three chains of mountains about 1,800 feet high, in which the best ebony in the world abounds. The well watered vallies produce large quantities of sugar. Not more than eight or nine vessels can be sheltered here during the hurricane months.

MOST REMARKABLE OBJECTS.—The Government House, Custom House, Fortifications, Hospital, Barracks, Theatres Arsenal, Navy Yard, capable of re-fitting fleets; a dry dock has been erected 350 feet long, 80 broad, and 22 deep, for the use of the Peninsular and Oriental Company's vessels, Government Stores, &c.

IN THE VICINITY.—The Peter Botte Peak on the north side, Forests of Maheburg, Savanna, and Falco, Sugar Plantations and Boiling Houses.

HINTS.—Should the traveller have any time on his hands, a visit to one of the sugar plantations will afford him much interest and amusement.

## HISTORICAL REMINISCENCES:—

1598. Discovered by the Portuguese.  
 The Dutch settled here soon after.  
 1720. The French took it, and re-named it the Isle of France.  
 1810. The British captured it, and in  
 1814 it was ceded to them.  
 1816. A fire burned down 1,517 houses in Port Louis.  
 1818. The island suffered great devastation, caused by a terrific hurricane.

We thence proceed per steamer to

REUNION (*Isle of Bourbon*),

Capital, St. Denis, situated on the north east coast; lat. 20° 52' south; long. 55° 20' east. Population, 50,000. Circumference, 160 miles, length, 40 miles, breadth, 45 miles. Thermometer averages about 78°. Climate salubrious but very hot. Harbour unsafe, but during the hurricane months the shipping can anchor in several good roadsteads close at hand.

HOTELS.—De l'Empereur; tariff, 10 to 12 francs per diem.

CURRENCY.—Weights and measures the same as in France.

STEAMERS.—The Peninsular and Oriental Company's contract ships arrive here, outward bound, from Mauritius on the 13th, and sail, homeward bound, to Mauritius, on the 7th of every month; both convey the mails and passengers to and fro.

ATTRACTIONS.—The Governor's Palace, Palais de Justice, Barracks, Fortifications, Churches, Custom House, Arsenal, Theatres, &c.

PASSPORTS.—See page 33.

## HISTORICAL REMINISCENCES:—

1672. The French settled here, and built some towns, and their Indians formerly provisioned here.  
 1810. The British captured it, but soon afterwards restored it to the French, who still hold it.  
 1846. An extraordinary mirage which happened here is thus described by Lieut. Julien, of the French corvette *Le Bercou*. "We were enabled, by the aid of jury masts, to reach, in the course of a few days the island of Ste. Marie of Madagascar, which was the place of rendezvous. It was in vain we searched the horizon, sounded the creeks, and explored all the sinuosities of the coast—we could find no trace of our unfortunate

companions. A month of cruel anxiety had thus elapsed, when the man at the mast-head called out a wreck to the westward, drifting toward the land. It was no dream: the sun was shining brilliantly, the sky was clear and pure, the warm air vibrated in the horizon. All our telescopes, turned in that direction, confirmed the truth of that first announcement. But our emotion was raised to the very highest pitch, when, instead of a dismantled vessel we descried a raft laden with men and towed by boats, on which were seen fluttering signals of distress. The figures were clearly and sharply defined; outlines all distinct. For several hours on board of our frigate, the captain, officers, and sailors, under the influence of a feverish hallucination, could follow with our eyes the details of this indescribable scene. Admiral Desfosses, who was in command of the Indian station at the time, hastily ordered out the first steamer that happened to be at hand, in order to hasten to the rescue of those living fragments that the ocean seemed willing to restore to us from the bottom of its abysses. The day began to decline; night, as it does under the tropics, was already approaching without a twilight, when the *Archimede* arrived near the object of its mission. She stopped in the midst of floating spars, and sent out her boats. All around them were still seen men in motion lifting up their hands to heaven, and a subdued and confused hum of many voices was heard to mingle with the splash of the oars. A few seconds more and we should be embracing our brethren rescued from certain death. But, alas! what an illusion! Our boats got entangled among the thick branches of large trees torn from the neighbouring coast, and drawn with their leaves into the counter-currents directed towards the north. Thus vanished this strange vision—thus disappeared the last hope which a deceitful mirage had, so to say, evoked from the depths of the ocean."

1858. Lava was thrown up from the volcano, 400 yards distant, and lay 2 to 12 feet deep, and reached even down to the sea.

This island is of volcanic origin.



## SKELETON OF ROUTE No. 16.

FROM LONDON, VIA DOVER, CALAIS, PARIS, MARSEILLES, MALTA, ALEXANDRIA, CAIRO, SUEZ, ADEN,  
POINT DE GALLE, PENANG, SINGAPORE, TO BATAVIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure so as to proceed to India by the Bombay Mail which sail from Marseilles on the 4th & 19th	Length of Journey from Station at		Length of Stoppage at Station.		Total Length of Journey.		Lug- gage Allow- ed Free.		Charge for Overweight	Fares.		Extra Expenses.		Total Expenditure.													
				D.	H.	D.	H.	D.	H.	1st cls.	2d cls.		Per lb.	£ s. d.	1st Class.	Hotel.	Inci- dental	£ s. d.	1st Class.	2nd Class.										
																					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
767½	London, via Routes No. 1, 2, 3, and 13, pp. 69, 115, 189, and 243....	Rail & Pkt.	6th, 22nd	32	21	7	8		5	336	168	2	109	15	9	9	13	2	5	10	0	124	13	11	110	13	9			
550	To Singapore.....	"	14th, 30th						3	0	336	168	1	48	10	0	15	0	0	5	0	9	10	0	6	0	0			
*	Singapore to Batavia ....	Pkt.	15th, 31st	3	0																									
			Days	35	4½	8	4		8½	.	..	..	118	5	9	100	15	7	10	8	2	10	8	2	134	3	11	117	13	9

\*The Dutch Government Homeward Mail Packet leaves Batavia (from which place Samarang, Sourabaya, and all places both in Java and Sumatra can easily be reached) on the 3rd and 18th of every month, and arrives at Singapore on the 6th and 21st of every month. Her Majesty's Indian Steamers leave Singapore for Labuan (Isle of Borneo) on the 1st and 15th of every month, and return from that port with the Homeward Mails in time for the Peninsular and Oriental Company's Steamers, which sail on the 7th and 22nd of every month. The Homeward-Bound Traveller must reverse this Route.

† Exclusive of Wine.

## ROUTES TO BATAVIA AND THE MAURITIUS.

### ROUTE No. 16.

LONDON TO SINGAPORE See Routes 1, 2, 3, and 13, pages 69, 115, 189, and 243.

### SEA VOYAGE (3 DAYS) TO BATAVIA.

Land is only occasionally lost sight of. The Island of Lingen is sighted and passed, and then the vessel proceeds through the passage between Sumatra and the Island of Banca, celebrated for its tin mines; after which we reach

### THE ISLAND OF JAVA,

Situated between lat. 6° and 9° south; long. 105° and 114° east, to the south of Borneo, and separated at its west end from Sumatra by the Sunda Straits. It is 666 miles long, and from 36 to 135 miles broad; has a population of 5,000,000; the lower orders of whom live in bamboo huts, plastered with clay and thatched with leaves; subsist on rice, vegetables, fish, and fowl, when able to obtain them. They are of a brown complexion, have black hair, which they smear with cocoa-nut oil, and the women twist it into a knot on the top of the head, and there fix it with gold or silver pins, and decorate it with perfumed flowers; large cheeks, flat nose, small eyes and large eyebrows. All ranks and both sexes file and blacken their teeth. The men wear coarse drawers reaching down to the knees, with a cloth folded round the waist, descending like a short petticoat, but some have a jacket with short sleeves. The females wrap a cloth round their loins, which reaches down to the ankles, and a body cloth is passed above the bosom, close round the arms and descends to the waistband. A loose gown reaching below the hips, with long sleeves, buttoned at the wrist, is also worn. The higher ranks wear a vest jacket with long sleeves, pantaloons,

and a cloth round the waist, all of very fine materials. The mountains in the interior are from 5,000 to 7,000 feet high. It is divided into two districts, viz., *Sunda*, on the west, and *Java* on the east. It is governed by the *Susuhuman* ("Emperor"), who resides at Solo, and the *Sultan*, who lives at Matarem, both of whom adopt the *European costume*. Its productions are cotton, coffee, indigo, rice, sugar, salt, tobacco, &c. It abounds with buffaloes, tigers, leopards, rhinoceroses, &c., and is well watered by the Kediri, Samarang, and Solo rivers. The seasons are thus divided, viz., May to November is serene, November to April, rainy, March, the sowing period, July (the sugar and rice ripen), and September and October are the finest months.

### HISTORICAL REMINISCENCES:—

- A.D.  
1740. The Dutch massacred 20,000 Chinese who had located themselves here.  
1811. The British captured it, and in 1814, Restored it to the Dutch.  
1860. The Dutch, after a deadly conflict with the Queen of the Island of Celebes, conquered her territory, which she has quitted, and her successor holds his office as a vassal of Holland, which has thus extinguished an insurrection which at one time threatened to spread all over Netherlands India.

### †BATAVIA,

#### CAPITAL OF THE ISLAND OF JAVA.

Population, 90,000; latitude, 6° south; longitude, 106° 52' east; area, 50,000 square miles. It stands on the Jamtra river, amidst swamps. It is a parallelogram, 4,200 long, by 3,000 feet; the streets are intersected by canals, and interspersed with trees planted on each side, and cross each other at right angles.

HOTELS.—Les Pays Bas. Tariff:—Board and residence, 5 florins per diem, which

includes breakfast, dinner, tea, and a bedroom. All drinkables are extra. Claret, 3 florins, pale ale, 1½ florin, Seltzer water, 1 florin, per bottle.

**BRITISH CONSUL.**—Alexander Fraser, Esq. Telegraph to Singapore.

**PASSPORTS.**—See page 33.

**CONVEYANCES.**—No dawks or palanquins are used at this place. All travelling is done by posting, the roads being excellent. Post-horses, at the rate of 1½ to 2 florins per paal (rather less than an English mile), which are supplied by government. No carriages are supplied, so that the traveller must purchase a carriage, or hire one; rate, 5 florins per day.

**DILIGENCES.**—To Buitenzog, about 25 miles from Batavia, twice weekly, and *vice versa*. Fare, 12 florins. To Samarang and Jolo, about 253 miles from Batavia.

### SOURABAYA.—STEAMERS

To Singapore on the 13th, touching at Rhio and Mintoek, with the monthly mails. Fare, 40 dollars (exclusive of wines, &c.), or 175 florins. To Padang, Macassar, and the Moluccas, on arrival of the Overland Mail, and *vice versa*. To Samarang and Sourabaya, twice weekly. Fares: to Samarang, 125 florins; to Sourabaya, 200 florins.

### SAILING VESSELS.

About 400 to 500 from Batavia to all parts, but especially to Holland, to which the fares are—1st class, 1,000 florins; 2nd class, 500 florins, exclusive of drinkables.

**STEAMERS.**—The Peninsular and Oriental Company's steamers arrive here, outward-bound with the Australian, English and Ré-union mails on the 11th, and sail for Ré-union and Australia on the 12th. The homeward-bound vessels leave on the 8th of every month.

Peninsular and Oriental Company's agents Messrs. Hunter, Ireland, and Co.

**THERMOMETER.**—In the shade, 70° to 92½°; averages about 83° all the year round. In the sun it sometimes rises to 120° Fahrenheit.

**CLIMATE.**—There is no perceptible difference in the temperature all the year. It is one perpetual summer, only varied by very heavy showers of rain, and thunder storms during the rainy season.

**MONSOONS.**—The fair season sets in about the beginning of April, and continues to the middle or end of October. The rainy season begins in December, and is at its height in January and February.

**COINS.**—The florin (guilder) is divided into cents., or 100 parts, represented by copper coinage called doits. 12 florins make £1 sterling. Doubloons received at the Custom house at the rate of 100 Spanish dollars for 260 florins. Sovereigns generally pass for 12 florins.

### MOST REMARKABLE OBJECTS OF INTEREST.

Harbour (good), Old and New Towns, Churches, Custom House, Fort, built of coal rock; Government House (Stadt House), Hospital, Ethnological Museum (rich in antiquities and objects of natural history), Concerts (once a month), Theatre (twice weekly), Opera (twice weekly), Fort (built of coral rock), Town Wall (built of dense lava from the volcanoes in the centre of Java), Mosques, Observatory, Canals, Canal Boats, Great Church, Lutheran and Portuguese Churches, Chinese Temple, Infirmary, Chamber of Orphans, &c.

### MOST INTERESTING OBJECTS IN THE VICINITY.

The volcanoes (most of which can be ascended to the mouth of the crater). The Gedeh and Taukelagani are within a few days' journey of Batavia. The Valley of

Death, about three quarters of a mile from the main road between Samarang and Sourabaya; the Upas Tree, found in the eastern part of the Island of Java; the Mineral Springs, Waterfalls, Ruins of Hindoo Temples, Government Establishment and Dry Dock at Oureest, an island seven miles from Batavia. The Citadel, situated at Ryrwyh, about 2½ miles outside the town, is well worth viewing. It is very strong, admirably planned, capable of containing 4,000 men, and is provided with an Artesian well. Horticultural Gardens and Governor's Palace, at Buitenzog, are well worth a visit.

### THE RUINS OF MADJA PAHIT

Are visible at no great distance from the high road betwixt Madjo Verto and Werosoto. These ruins indicate the bygone splendour of the place, and lie concealed in a dense grove of wood. The great figure represents Menak Djingo, king of Balanogbangan; the female figure represents the Queen Koesvenoe Kentjono Woengoen. All about lie scattered remains of blocks of masonry, columns, altars, figures of gods and goddesses, and the entire scene is one of the most utter desolation.

### THE RUINS OF PAMBANAN TJANDE SEWOE, OR THOUSAND TEMPLES,

Are situated betwixt Joyjakartao and Sorakartu (population, 100,000), about four leagues from the latter place, and are considered as the most remarkable in Java. In the centre of an extensive plain, almost a square, rises a great temple about 60 feet in height. Annexed to its four sides are four smaller buildings that form an entrance to the principal one. The exterior is profusely ornamented with chiselled statues and bas-reliefs. In four or five rows round the chief temple there are about 200 smaller ones of similar architecture. The four lateral

temples, and those that still remain entire, afford abundant proof of the magnificent rich chiselling bestowed upon them, as well as on all the others. There are eight colossal statues of seated figures, about 9 feet high, seated two by two at the four entrances. By a flight of steps the entrance is reached, and then passing along a narrow passage formed by massive walls, an open space is gained, which was formerly vaulted over, and where are still to be seen some niches in which statues were placed in days of yore. Proceeding along another passage, as broad but not as deep, there is a lateral aperture on each side, opening on to a terrace which surrounds the whole of this immense building. The four lateral temples are exactly alike, except the eastern one, which has in the back wall a second flight of steps leading to the *sanctum sanctorum* of the principal temple, the only remains of which is a dark vault about 20 feet square. The Merapi (the largest volcano in Java) rises in all its majestic azure brightness in the back ground.

### THE RUINS OF MOENDOET

Are situated in the village of Deesa of Moendel, in the Residency of Kadoe, in central Java, to reach which it is necessary to proceed from Mageland, the capital of the Residency of Kado, in a southerly direction, along a good broad road, through extensive rice fields ("sawahs"), and masses of fruit trees, whose luxuriant foliage forms a complete shady avenue. On the right is seen the majestic Soembing; and on the left the awful Merapi, whose summit emits forth a continual cloud of smoke. As the village of Moendoet is approached the harmonious notes of the gamelon (a Javanese instrument) are heard. The village is situated in the district of Probollunggo, near the confluence of the Kali Elo and the Kali Progo, or rather, where the former falls into

the latter ; and a little further up, on the left bank of the Kali Elo, is a dark grey or brownish mass. From a distance it appears but a mere crag, or some volcanic formation, having the appearance of truncated pyramids, about the height of 60 or 70 feet. It is, however, a large octagon building, formed of great square stones, distinguished by terraces and galleries with a high cornice, which surround the entire edifice. Its walls are covered with niches, arabesques, and carvings, which have escaped the scythe of Old Father Time. In 1834 these ruins, which had lain more than half concealed under volcanic ashes, were, through the untiring exertions of the resident, C. L. Hartman, Esq., cleared away from the surrounding sand and rubbish, which lies about in heaps. The hand of time has most assuredly committed more ravages on these monuments than the earthquakes and volcanic eruptions, which but now seldom visit Java. The principal cause of their decay arises from the luxuriant growth of vegetation (but particularly that of the fig trees, which strike their roots into every crevice, and continue to encroach and increase both in strength and size), which is continually expanding, crumbling basalt and trachyle into dust, and overthrowing temples and statues. The building is built of trachyle lava, cut into square blocks, but so beautifully adjusted that no cement was used in the erection of the edifice ; in fact, such is the case with all the temples in Java. This lava consists principally of felspar, which is well known to be very subject to decay ; and yet this temple is one of the best preserved in all Java, some of the statues in it being quite *entire*, and of much more colossal dimensions than those found in any of the other temples. The entrance, until lately, was blocked up by rubbish, and heaped up with volcanic ashes. Such may have tended

much to its preservation. On the westward side is the entrance, on a high terrace, or gallery. The lower terrace is descended by a flight of fourteen stairs. The gallery is on a lower level than the surrounding country, and the moat, which surrounds the building, was caused by the considerably deep diggings which were made to clear the rubbish and volcanic ashes away. All researches as to the period when the Merapi vomited forth the immense mass of ashes and sand which lie here have proved unsuccessful ; nor is it likely that any accurate information on this point will be obtained, unless some records exist at Kedakong (a village situated at a height of 5,270 feet on the north-west slope of Merkaboe). Beyond that village, and rather higher up, there stands a solitary house, which is considered by the Javanese as a holy place, and from the examination of which they always endeavour to avert the attention of all travellers. It is reported to have been inhabited by a solitary priest, who fled from Boro Bundo, and found a safe retreat in these mountainous recesses, when the Mahomedan creed was introduced into the island. An enterprising Dutch traveller, however, has visited that hermitage by stealth, and found therein eight or nine wooden chests filled with MSS. on Soutar leaves, having Kawi and Sanscrit characters traced thereon. An elaborate account of all these ruins may be found in the "*Tijdschreeft voor Neerlandsch* (sixth year, pages 338 and 340 ; first year, pages 71 and 398)." The most probable conjecture is, that this mass of ashes and sand was not ejected at one eruption, but by a course of successive vomitings, as the easterly trade wind which predominates in high altitudes would blow over the ash and sand ejected from the Merapi to all the temples that lie west of the volcano. A gateway and narrow passage leads us to the interior, where is described

a colossal statue, which is, however, scarcely visible, owing to the darkness of the place, light being admitted into it only through the entrance. The roof is formed of square projecting stones, placed closer and closer together as they approach the top, which presents the appearance of an inverted staircase. Immense numbers of bats resort to this place in the day time, and may be seen on all sides from the projecting stones. In the centre is a colossal statue representing a male figure, whose gigantic proportions are highly imposing. It is about 14 feet high, formed of a single block of stone; and as the entrance to the temple is narrow, and only 8 feet high, it must have been brought there before the walls were raised. The expression of the features has a feminine softness. The face is oval, but broader at the lower part of the head, which is generally the case with all the antique Indian statues in Java. The head is uncovered, with an abundance of short curly locks. The impression of its brow is that of benevolence, and yet meditative. Its eyes are cast downwards. The position of the hands, as well as that of the fingers, whose tips come into contact, adds greatly to the expression of the countenance. The statue appears to represent a person in deep meditation, and seeking the solution of some significant problem. The two figures on either side of the statue give the idea of two followers of some great master, sunk in silent meditation at his word. They are 8 feet high; their brows are adorned with treble diadems, and their shoulders, arms, and ears are decked with rings and other ornaments. The great statue betwixt the two smaller ones is, on the contrary, represented without any ornament, and even naked. I am inclined to think that this group represents the Incarnation of Vishnu; that is to say, Buddha accompanied by two of his worshippers, to whom he is revealing

the mysteries of his creed (which are most graphically and concisely explained in Dr. Putz's Hand Book to Ancient History and Geography, page 27, edited by Dr. Arnold), and to which the other two are listening in silent admiration.

At Batten is a poisoned valley, one mile in circuit, 30 feet deep, and of an oval shape; the bottom of the soil is flat without vegetation, and very stony. Skeletons of all kinds of animals lay about in dreadful profusion, and when cast therein they never move their limbs after three or five minutes.

## KIRANEA

Is one of the most singular volcanoes known. It is not a mountain, its crater being about 1,000 feet below the level of the surrounding country. This depression is about 15 miles in diameter, there are two lakes of boiling lava in it, one  $\frac{1}{4}$  mile and the other  $\frac{3}{4}$  mile in diameter. It has 50 cones, some of which are continually vomiting forth lava, &c., which feed the molten sea around them, and resemble immense waves of liquid fire.

## † SAMARANG.

Lat.  $6^{\circ} 57' S.$ , long.  $110^{\circ} 26' E.$ ; distance, 255 miles E. S. E. of Batavia. It stands on the Samarang River.

Steamers to and from Batavia twice weekly; fares 125 florins.

BRITISH CONSUL.—Lachlan Maclean, Esq.

ATTRactions.—Church, Town Hall, Villas and Gardens.

HISTORICAL REMINISCENCES:—

1811. About 4 miles S. the French General made his last stand against the British, to whom he surrendered.

## † SOURABAYA,

In lat.  $7^{\circ} 14' m.$  south; long.  $112^{\circ} 55' s.$  east; population 26,000, situated within the narrow strait formed by the Islands of Java and Madura. Distance, 370 miles from Ba-

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BRIDGEMAN'S RAILWAY, ETC., THROUGH ROUTE  
 (CONVOYANCE, Steamers and Dili-  
 standing in the centre of a lake  
 a long subaqueous passage, the  
 trace is seen above the water the  
 of some detached turrets, with w  
 light the vaults beneath.

SURACARTA 220  
 Lat. 7° 34' S.; long.  
 101° 55' E. Distance, 56 miles S.S.E. of  
 Batavia.

# THE RUINS OF THE GREAT OF BORO-BOUDO

Are situated about 1½ mile from  
 of Brodjong-alang, opposite to Mac  
 the right bank of the Kali-Prog  
 there is also a smaller temple. In  
 clear, from the statues, as well as  
 ings of these temples, that they were  
 in honour of Bonddha (Jav. Boudha)  
 the others in Selogrijo-Perot, and  
 poes are as visibly dedicated to the  
 of Siroa, and it may not inopportu  
 asked, did the Brahmins and Buddhis  
 here together in peace at the same pe  
 Or did they take root here successive  
 in that case which of the two precede  
 other? There is also an unfinished stupa  
 colossal dimensions in the vicinity of  
 was-on-Penang.

## PUCUCOCARTA

Distance from Batavia,  
 The Palace of the Sultan  
 (Javanese).

## NATANEW

Lat. 7° 32' S. Long. 110° 25' E.; distances,  
 4 miles N. W. of Solo, 64 miles S. of  
 Semarang. The British stormed it in 1812.  
 Communications good. The  
 Sultan's Palace, European Town, Fort, as  
 Dutch Resident's House, Singular Palace, See pages 140 to 182.

Domestic economy at Batavia is the  
 in the Three Presidencies of Ind

## SKELETON OF ROUTE No. 17.

FROM LONDON, VIA ROTTERDAM, TO BATAVIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure from London to sail by vessels from Rotterdam.	Length of Journey from Station to Station.			Length of Journey Stoppage at Station.			Total Time of Journey.		Luggage Allowed.	Charge for Over-weight.	Fares.		Extra Expenses.			Total Expenditure.	
				D.	H.	D.	D.	H.	D.	H.	1st class.			2nd class.	Hotel.	Incl. dental.	1st class.	2nd class.		
200	London to Rotterdam.....	{ Steam { Pkt.	1st Sunday in the Month.	1	0	0	0	0	1	0	386 168	2 2	1 10	2 0	5 3	2 7	2 15	2 0	2 0	2 0
				..	0	2	0	2	0	...	...									
9000	Batavia.....	{ Sling { Veal	1st Wednesday in every Month.	85	0	3	0	88	0	...	7s. Per Cwt.	85 0	45 0	2 10	0 10	38 0	48 0			
9200	Miles.		Days.....	86	0	5	0	91	0	...		87 2	46 10	5 10	0 15	83 7	52 15			

The Homeward Bound Traveller must reverse this Route.

The Homeward Bound Traveller must reverse this Route.



tavia. Conveyances, Steamers and Diligences to Batavia.

**MOST REMARKABLE OBJECTS.**—Fortifications, arsenal, dockyards &c.

#### † SURACARTA (*Solo*).

Population, 100,000. Lat.  $7^{\circ} 34' S.$ ; long.  $110^{\circ} 53' E.$  Distances, 56 miles S.S.E. of Samarang; 890 E.N.E. of Batavia.

**ATTRACTIONS.**—The large, broad, shaded avenues, with streets intersecting each other at right angles. Kratau (square), surrounded by a high wall and ditch, and mounted with heavy artillery. The Emperor of Java's Palace, Villas surrounded with high walls, European Town, Fort, 800 yards from the Kratau, Dutch Resident's House.

#### DJOCJOCARTA.

Population 100,000. Distance from Batavia, 230 miles. The Palace of the Sultan (*Javanese*).

#### MATAREM (*Tugukerta*).

Lat.  $7^{\circ} 52' S.$ , long.  $110^{\circ} 23' E.$ ; distances, 40 miles W. S. W. of Solo, 64 miles S. of Samarang. The British stormed it in 1812,

**ATTRACTIONS.**—Fortifications (good). The Sultan's Palace, European Town, Fort, Dutch Resident's House, Singular Palace,

standing in the centre of a lake entered by a long subaqueous passage, of which no trace is seen above the water than the tops of some detached turrets, with windows to light the vaults beneath.

#### THE RUINS OF THE GREAT TEMPLE OF BORO-BOUDO

Are situated about  $1\frac{1}{2}$  mile from the village of Brodjong-alang, opposite to Moendoet on the right bank of the Kali-Progo, where there is also a smaller temple. It appears clear, from the statues, as well as the carvings of these temples, that they were erected in honour of Bonddha (Jav. Boudo) whereas the others in Selogrijo-Perot, and Preugepoes are as visibly dedicated to the worship of Siroa, and it may not inopportunely be asked, did the Brahmins and Buddhists live here together in peace at the same period? Or did they take root here successively, and in that case which of the two preceded the other? There is also an unfinished statue of colossal dimensions in the vicinity of Tra-was-on-Penang.

Domestic economy at Batavia is the same as in the Three Presidencies of India. See pages 140 to 182.

## SKELETON OF ROUTE No. 17.

FROM LONDON, VIA ROTTERDAM, TO BATAVIA.

Miles from London.	Names of Stations.	Mode of Conveyance.	Date of Departure from London to sail by vessels from Rotterdam.	Length of Journey from Station to Station.		Length of Stoppage at Station.		Total Time of Journey.		Language Allowed.	Charge for Over-weight.	Fares.		Extra Expenses.		Total Expenditure.	
				D.	H.	D.	H.	D.	H.			1st class.	2nd class.	Hotel.	Incl. dental.	1st class.	2nd class.
200	London to Rotterdam.....	{ Steam { Pkt.	1st Sunday in the Month.	1	0	0	0	1	0	336 168	1d. Per lb.	2 2	1 10	1 0	0 5	2 2	15 2 0
9000	Batavia.....	{ Singl { Veil	1st Wednesday in every Month.	85	0	3	0	88	0	...	7s. Per Cwt.	85	0 45	0 2 10	0 10	38 0	48 0
9200	Miles.		Days.....	86	0	5	0	91	0	...		87	2 46	10 5 10	0 15	93 7	52 15

The Homeward Bound Traveller must reverse this Route.

## ROUTE No. 17.

**LONDON TO ROTTERDAM.**—Sea and river voyages (24 hours.)

As the traveller steams down the river Thames, the first object which attracts his attention is London Bridge, built in 1831, cost £500,000. It is about 100 feet higher up the river than the old one, a wooden structure, which was swept away by the river in 1091, or the stone one which was built in 1209, with houses on its sides, which were taken down in 1757. It has five arches, the centre being the largest ever constructed, the span of which is 152 feet 6 inches. The roadway is 52 feet in width. Then

### THE CUSTOM HOUSE,

Having a river frontage of 484 feet in length, and 100 feet in breadth; 180 distinct apartments. The long room 190 feet long, 66 feet wide, and 50 feet high. A good promenade before the building fronting the river. It was erected in 1817.

### THE TOWER,

Which originated with the Romans, but its principal foundations were laid by William the Conqueror. The outer walls cover a space of 12 acres, surrounded by a deep ditch. The entrance is through four successive gates. It contains the bell tower (the prison of Queen Elizabeth), traitor's gate, bloody tower (where the two princes were murdered by order of their uncle, Richard III.), white tower, Waterloo barracks, tower chapel, horse armoury, (at the entrance of which is the dark narrow cell of a prison where Sir Walter Raleigh was confined 15 years, and in which he wrote his "History of the World"), ordnance store rooms, jewel office (containing the regalia), governor's residence, council chamber (in which is kept the record of the gunpowder plot), Beauchamp tower (the ancient state prison,

as the carved memorials in its wall bear testimony), Develin tower, Bowyer tower (where the Duke of Clarence was drowned in the Malmsey butt), flint and brick tower (where Lady Jane Grey was imprisoned), and the Wakefield tower (where Henry VI. was murdered), after which he passes through quite a labyrinth of ships from all quarters of the known globe, continuing through the Upper and Lower Pool, where an immense number of colliers are to be seen discharging their cargoes of black diamonds. Then the Church of Limehouse, with its elegant steeple, is seen, and also the

### THAMES TUNNEL,

Which affords communication between Wapping and Rotherhithe. It is 1,300 feet long, passes underneath the river at the depth of 63 feet, and is approached at each end by a circular shaft with a spiral roadway. It took nine years to complete it, was finished in 1843 at a cost of £600,000, and was constructed by that celebrated engineer, Brunel. Then are seen the

### WEST INDIA DOCKS

Which were opened in 1802. The space occupied by them is about 295 acres. The buildings are fireproof; on the opposite side are the

### COMMERCIAL DOCKS

In which are vessels principally engaged in the Baltic and whale fisheries, then

### CUCKOLD'S POINT

On the right is passed, which takes its name from the circumstance that a large pair of horns used formerly to be suspended at that place; then

### = † DEPTFORD

Appears (with its docks, victualling office, ship yards, store houses), which place has been used as a dock yard ever since the time of Henry VIII., and in the vicinity of this

place, at Saye's Court, Peter the Great, in 1698, who came to England, studied the craft of shipbuilding; a little farther down is the Dreadnought, an old man of war, which captured at the battle of Trafalgar a Spanish three decker; it is fitted up as a Marine Hospital for the sick and disabled seamen of all nations. Here is also the vessel belonging to the Marine Society, in which are placed poor boys found wandering about the streets of London, destitute of clothes and friends, in order to fit them for her Majesty's naval service; there are also two vessels fitted up as Seamen's Chapels, a little further down.

### = † GREENWICH

Presents a most striking appearance, its hospital being the chief attraction. On that spot was formerly erected the palace (by Humphrey, Duke of Gloucester), called Placentia. Henry VIII. and his two daughters, the queens Mary and Elizabeth, were born here. This edifice was begun by Charles II., but William III. appropriated it to its present noble purpose. It contains a Chapel, and Picture Gallery. The Hospital consists of four distinct piles of building, and between them is a grand square, 270 feet wide, and a terrace by the river front 865 feet in length. The hall, dormitories for 300 men, divided into 13 wards, in King Charles' buildings, and 24 wards, with 437 beds in Queen Anne's buildings; in King William's buildings there are 11 wards and 554 beds, and 13 wards and 1,100 beds in Queen Mary's buildings. The revenue is £130,000, and every mariner in the royal navy or merchant service contributes 6d. per month out of his pay towards its maintenance. The widows of seamen are alone employed as nurses. It was opened in 1705, and now (1857) contains 2,500 pensioners, besides 3,000 out-door pensioners. The Royal Observatory, which was founded in 1675,

occupies the most elevated spot in the noble park, which contains 188 acres, and stands about 300 feet above the level of the river, and is presided over by Professor Airey, whose daughter is married to Lieut. Fraser, I.N., Superintendent of the Bombay Observatory at Colaba. The views from the summit are very fine, and afford the finest prospects of London and the river Thames. In this palace died Edward VI. There is also an infirmary, a very handsome square brick building, 193 feet in length, and 75 feet broad; capable of containing 117 persons. Likewise a naval asylum for the training and educating of orphan boys of seamen, where a fine model frigate is planted on the grass plot for exercising them in nautical tactics. Proceeding down the river

### THE ISLE OF DOGS

Is passed, so called, it is stated, "from its being reported that a waterman having murdered a man who had a dog with him, the animal would not leave its dead master till hunger constrained him to swim over to Greenwich, which being frequently repeated, was observed by the watermen plying there, who followed the dog, and by that means discovered the body of the murdered man. Soon after the dog, returning on his usual errand to Greenwich, snarled at a waterman who sat there and would not be beaten off, which caused the bystanders to apprehend him. He afterwards confessed the fact, and was hanged on the spot." But another chronicle styles it the Isle of Ducks, from the quantity of wild fowls that formerly found a resting place upon it. The vessel then steams or sails past

### = † BLACKWALL,

Situated at the back of which are the East India Docks, which occupy a large space of ground. At this place there is a singular high wooden building, painted red, belonging to a ship builder, in which the placing and

replacing of masts in ships takes place. The pier and the handsome terminus of the Blackwall railway animates the scene, and Wigram's extensive ship building yard adjoins it.

### WOOLWICH REACH

Is then entered, and the picturesque church in the beautiful village of Charlton, and the new station of the Eastern Counties railway are seen in the distance; then appears

#### = † WOOLWICH,

With the old ships, "The Hulks," with convicts working in gangs, laying off its Dockyard, which extends a mile along the banks of the river to the east. There are two large dry docks for repairing vessels, and a spacious basin or receiving ships of the largest size. A granite dock, foundry, boiler making department, timber sheds, malthouses, storehouses, and ranges of massive anchors. It was first formed by Henry VIII., and enlarged by Charles I. The royal marine barracks and its excellent kitchen—the marine school for boys and girls—the old church, built in the reign of Queen Anne; its churchyard contains a monument to the Swiss Schalch, who died in 1776, aged 90, "sixty years of which he had passed as superintendent of the foundry house." The barracks of the royal artillery, the principal front of which extends 1,200 feet. Its chapel contains 1,000 sittings, the library, reading room, and its magnificent Mess Room. The whole establishment will contain 4,000 troops. The royal arsenal, in which is carried on the manufacture of warlike implements. The pattern room, laboratory, rotunda, (here notice the models, especially that of Rio de Janeiro), and repository. The area of the arsenal contains 24,000 pieces of ordnance, and about 3,000,000 of cannon balls piled up in pyramids. The garrison—the quarters of the sappers and miners—the field artillery depot

—the hospital fitted up with 700 beds. This place was formerly but a small fishing village, thinly inhabited. The bend which the river takes after passing this place is designated

### BARKING, OR GARDEN REACH,

And is noted for the number of fishing-boats lying there, belonging to the fishermen of Barking, about three miles distant, which are chiefly engaged in the cod and haddock-fishery. It is plentifully studded with buoys, placed there by the Corporation of London for the guidance of Indiamen coming into port. There is a small tavern on the bank-side, half way near this place, which has rather a curious appearance. The pretty village and pier of

#### = † ERITH,

With its rural church, comes next in sight. It was formerly a great depôt for smugglers. The tower or pleasure-house of Belvidere, in a park belonging to Lord Saye and Sele, is a conspicuous object. Nearly opposite, on the Essex coast, is

#### = † PURFLEET (POURTEFLEET),

Formerly belonging to the Prior of St. John of Jerusalem, so called on account of Queen Elizabeth exclaiming "Alas! my poor fleet," as the English squadron passed to encounter the Spanish Invincible Armada. The Board of Ordnance have some well-arranged gun-powder magazines, strongly arched, and every way well secured from lightning. It is a populous place. The next object is the village and church of

### STONE,

Which, from its being most beautifully interspersed with orchards, presents one of the most picturesque views imaginable. The village of

#### = † GREENHITHE,

With the late Alderman Harmer's fine seat, called Ingress Abbey, built of the stone

obtained from old London Bridge, which has a fine appearance from the river. This spot is remarkable from its being the point from which the late lamented Sir John Franklin took his departure in the *Erebus* on the 19th of June, 1845. The next spot at which we arrive is called

### FIDLER'S REACH,

"So named from the circumstance of three fiddlers having been drowned there." Close by is an eminence named

### = † GRAYS,

The beautiful seat of T. Button, Esq., and on a small arm of the south side of the river lies

### = † NORTHFLEET,

Celebrated for the Rosherville Pier and Gardens, in the latter of which amusements of the most varied character are presented to the public. The banqueting hall is capable of containing 1,200 persons, and the grounds are most tastefully laid out. Here may be seen the stately mansion called the Orms, after which

### = † GRAVESEND

Presents itself, with the slope of Windmill Hill behind the town. It has a varied and pleasant aspect from the river—with its Town Pier of cast-iron, and High-street studded with taverns. The Terrace Pier projects about 200 feet into the river, and is built on 22 cast-iron columns, having gardens on each side its entrance. There is an excellent market on Wednesdays and Saturdays, a town hall, (built in 1836), a literary institution and library, billiard rooms, assembly rooms (erected in 1842), churches, chapels, bazaars, waterworks, baths, custom house, &c. From Windmill Hill there is one of the best views of the Thames, and on it is an excellent tavern, called "The Belle Vue," to the owner of which belongs the Windmill, from which the hill takes its name, and it is worthy of

notice that it was the first erected in England, and that, too, as far back as the reign of Edward III. There is also a railway to London and Chatham. On the opposite shore is

### = † TILBURY FORT,

Which was erected by Henry VIII. to protect this part of the river, and afterwards regularly fortified by Sir Martin Beckmann, chief engineer to Charles II., after the Dutch had been up to Chatham and burnt the English ships. The esplanade is very extensive, and the bastions considered the largest in England. The chief strength of the place, however, consists in its being possible to flood the entire level by means of the water gate in the centre of the great curtain next the river, a distance of two miles from the fort. Here may be seen traces of the Roman highways, and also of Queen Elizabeth's encampment. Here the river widens considerably, and is generally enlivened by the constant transit of innumerable vessels. The next objects on the Kentish coast below this place are the

### DENTON MILLS,

Which enjoy the privilege of having coals landed there free from the London duty, this place not being within the jurisdiction of that port; then

### GAD'S HILL,

Which is in Gravesend Reach, exhibits an interesting appearance, and on the Essex side is seen the

### CHURCH OF EAST TILBURY,

Also the

### CHURCH OF MUCKING,

With a shingled spire on a tower steeple. The vessel then enters the

### LOWER HOPE,

The southern side of which is formed by the Gravesend and Milton marshes, those of

Higham and the Cliff, the Hundred of Hoe, and the Island of Grain. This part forms a peninsula. The Essex shore is nothing more than a succession of swampy land, and the river separates it from Cauvey Island, which is 5 miles in length and 2 in breadth, containing about 3,500 acres. Then appear in succession the church of Stanford-le-Hope, with its antique tower; that of Corningham, with its curious shingled tower; the church of Tobbin, with its lofty embattled tower steeple; and that of Pittsea. On the left, about six miles from East Tilbury, is seen Hole Haven, from which begins Sea Reach, where a natural commodious harbour is formed. The Thames is here called Leigh Road, which is much frequented by boys and small craft. To the left lies that pretty little watering-place,

#### —† SOUTHEND,

Which is beautifully situated on a well-cultivated and wooded hill, distant about 40 miles from London, to which there is a railway. The terrace is called New Southend, and, being built on an eminence, has a very pleasing appearance. Here is a stone which marks the jurisdiction of the chief magistrate of London. The next object of interest is the

#### SHOEBURY NESS,

And on the opposite side of the river, about three miles from its entrance, is

#### STANGATE CREEK,

Where all ships coming from the Levant, or with unclean bills of health, are obliged to perform quarantine, and hoist a yellow flag at their mast-head. The

#### ISLAND OF SHEPPEY,

Which is separated from the rest of the Kentish Coast by an arm of the sea, communicating with the River Medway, on

a bend of which lies Chatham, with its Dockyards, Marine Barracks, &c., is next approached, distant 8 miles from Hole Haven. The sea appears to have rapidly encroached on this island; whole houses, with acres of land, have been washed away in a single storm. It is about 13 miles long and 6 broad, and the water which flows between this and the main land is termed the

#### SWALE.

On the east point of this isle there are placed two buoys, called Columbine and Spaniard. On the extreme north-west point stands

#### =† SHEERNESS,

An important naval station. The dockyard, which cost upwards of £3,000,000, is considered one of the finest in Europe. It has an area of 60 acres. The storehouse is supposed to be the largest building in England; it is six stories high, and will contain from 30,000 to 40,000 tons of stores. Here are copperas works of large extent; the pyrites, or copperas stones, being collected on the beach. Four subscription wells have been sunk to the depth of 360 feet, and in digging which, at 200 feet below the surface, the workmen discovered a prostrate forest, which they were, however, obliged to burn.

#### THE NORE

Is then reached. It is an estuary, and is formed by the water which flows between the

#### ISLES OF GRAIN AND SHEPPEY,

And at this point the rivers Thames and Medway lose their names. The current becomes exceedingly swift.

#### THE NORE LIGHT

Is passed, which is placed near the sand, and is lighted nightly to warn mariners. It is about four miles from the land. On the right is seen

**QUEENSBOROUGH,**

And on the east of Sheppey is the improving town of

**- † WHITSTABLE,**

The nearest port to Canterbury. At this place there is a considerable fishery for oysters, the flavour of which is most delicious, consequently, they are in great demand in London. Off Whitstable Bay is the dangerous Paddington Rock, which has been so fatal to coasting craft. The last place seen is

**† HERNE BAY,**

Which, from its gentle elevation, has been always considered a pleasant bathing-place, and possesses the advantage of commanding a most extensive and delightful view of the ocean. In the summer season this place is much visited by the Londoners, steam-packets plying constantly backwards and forwards, several times daily. The steamer, or sailing vessel, then proceeds on her voyage, until she arrive at

**THE BRILL,**

Where her papers are examined by the Dutch custom-house officers. This place is well fortified, and contains a population of 3,000, consisting of pilots and fishermen. It was taken from the Spaniards by the Dutch in 1572, and is celebrated as the birth-place of Admiral Tromp. The vessel then passes

**MAASLANDSLUYS,**

Which is chiefly supported by its extensive fisheries. On the left, inland, is

**SCHIEDAM,**

So celebrated for its Geneva; and just as Rotterdam is approached, on the left lies

**DELFSHAVEN,**

Which contains extensive docks, warehouses, and has a commodious port.

**- † ROTTERDAM, on the RIVER MAAS.**

Population, 90,000. Latitude, 51° 55' 19" north. Longitude, 4° 29' 14" east. Its form is triangular.

**HOTELS.**—New Bath, a first-rate house, offering excellent accommodation; d'York; Sant Lucas, also a good house.

**TARIFF.**—Bed, 1 guilder (1s. 8d.); breakfast, 12 stivers (1s. to 1s. 8d.); tea, 12 stivers (1s.); dinner, with wine, 2 guilders (3s. 4d.) Table d'Hôte at 4 P.M.

**TARIFF OF REFRESHMENTS ON BOARD STEAM PACKETS FROM ROTTERDAM TO LONDON, AND VICE VERSA.**—Dinner, private, 5s.; breakfast, 2s. 6d.; tea, 1s. 6d. Table d'Hôte, dinner, 3s.; breakfast, with eggs and meat, 2s.; luncheon, cold meat, 1s.; sandwiches, 6d.; steward's fee, 2s.

**TARIFF OF REFRESHMENTS ON BOARD THE DUTCH STEAMERS TO ANTWERP.**—Dinner, 1 guilder (1s. 8d. to 2s.); breakfast, 12 stivers (1s. to 1s. 8d.)

**COINS.**

Florins or guilders are the chief currency. 1 florin (guilder)=100 cents or 20 stivers=1s. 8d. English; 1 stiver=5 cents=1d. English; the William gold coin=10 guilders=16s. 8d. English; 1 guilder (florin)=2 francs 12½ centimes French.

**CONVEYANCES.**

Diligences to Utrecht, Arnheim, Nimegen, at half-past 7 A.M. and 4 P.M., daily.

**STEAM PACKETS.**

To Antwerp, daily, 63 miles in 12 hours: fare, 8 and 6 francs. To Antwerp, daily, via Dort and the Scheldt, in 8 hours. To Hull, weekly, in 20 hours: fares, 21s. and 10s. 6d. To London, on Tuesdays, 20 to 24 hours: fares, deck, 14s.; state cabin, 42s.; saloon, 30s.; fore cabin, 17s. 6d. To Rhine, via Arnheim, Nymegen, Emmerich, Wesel, Dusseldorf, Cologne, Bonn, Neuwied, Coblenz, Bingen, Biebrich, Wiesbaden, May-



ence, Worms, Frankfort, Ludwigshafen, Mannheim, &c., in 1½ day.

### CANAL BOATS (TREKSCHNITEN)

To Delft and the Hague: fares, 75 cents: start hourly. These conveyances are extremely comfortable. Average fares, about 1 stiver (1d. English) per mile; rate of travelling, 5 miles per hour.

### RAILWAYS

To Schiedam, Delft, Hague, Voorschoten, Leyden, Warmald, Piet, Gyzenörug, Veenendrog, Haarlem, Halfweg, Amsterdam. Six times daily; entire distance 75 miles.

### SAILING SHIPS

To almost all parts of the world. Batavia very often—but once a month at least. Fares, exclusive of wines, &c., 1st class 1000 florins; 2nd class, 500 florins.

### PASSPORTS

Are necessary in Holland, and can be procured at the Embassy, 3, Clarges-street, Piccadilly, and must be left one day before the traveller requires it. A foreign office passport will be viséd by the Charge des Affaires, without charge or delay. Hours from 11 to 3 daily.

### MOST REMARKABLE OBJECTS.

The quays, Jewish synagogue, moat, ten gates, canals, birupjes, havingvillet, exchange, and the prospect from the dome; churches of St. Laurence (magnificent view from the top), English Episcopal, Scotch Presbyterian, drawbridges across the canals. The old Spanish houses, the double reflectors (glasses placed at all the windows of the houses, by which everything that passes in the whole line of streets can be seen). No. 1467 Breede Kerk-street (the bronze statue of Erasmus), dockyard. The infant and Armenian poor schools, town hall (an old antique building), admiralty, academy, theatre, Dutch East India

Company's buildings, post office, in Wine-street, the clubs, tomb of Admiral de Witt, bank, arsenal, &c.

### DIVINE SERVICE,

Every Sunday, in the English church, at 10½ a.m. and 6 p.m. In the Scotch church, at 10 a.m. and 2 p.m.

### HINTS.

The water-bridges, trees and shipping in the heart of the city, the quaint and singular appearance of all the buildings—horses' shoes (like pattens)—peasant's sabots (wooden shoes)—the ladies amusing themselves with the reflectors, and the smoking of the everlasting pipe by all classes in the streets will afford much amusement to travellers, who have never before visited a Dutch town.

Thence by sailing *via* Saint Helena, Cape of Good Hope, Mauritius, Cocos Island, and the Straits of Sunda to Batavia. See page 251.

### THE DESCRIPTION OF THE LONG SEA ROUTE, VIA THE CAPE OF GOOD HOPE.

(MARKED ON MAP No. 22.)

Should the traveller avail himself of Messrs. Green and Wigram's sailing vessels, and proceed *via* the long sea route, he will leave London and sail down the Thames, as prescribed in Route No. 17, page 273, and thence from the Nore continue a sea voyage to Madeira (17 days).

The vessel after leaving the Nore proceeds through the Gull Stream, passes in sight of Deal Castle, North and South Foreland (so called from the land jutting out), Light House erected at the latter place, Dungenness Light, situated on the Cape of that name, Beachy Head, Bembridge Point, which is off the Isle of

Wight, proceeds along the south-west coast of England, passing St. Catherine's Point, thence along the coast of Dorsetshire, St. Aidan's Head, within a few miles of Weymouth, reaches Portland Light, along the coasts of Devonshire and Cornwall, Lizard's Point, then sights Ushant Island, which is situated on the western point of Brittany, after which land is lost sight of for about five days; when Cape Finisterre (which derives its name from *finis*, "end," and *terre*, "land," and signifies land's end) is neared, after which no land is visible for seven days, when Porto Santo is approached, and the vessel proceeds on her course until she approach the principal roadstead of

### MADEIRA,

So called from being covered with forests, Madeira being the Portuguese word for wood. These forests were set on fire, and burned seven years, before the land was entirely cleared. It is quadrangular in form, length, 45 miles, breadth, 18 to 20, and circuit 120 miles, covered with bold volcanic mountains, 8,250 feet high. Thermometer, 68° to 76° in summer, and 57° in winter. Its productions consist of wine (40,000 pipes annually), sweetmeats, cedar and dragon trees, myrtle, rose, jasmine, and honeysuckle hedges. Population, 120,000. There are no less than 25 British commercial houses, who possess the greater portion of the trade.

**SPORTS.**—Hogs hunted by dogs.

**PASSPORTS** are extremely annoying companions at this place, and the visas expensive. We next anchor in the roadstead of

### FUNCHALL.

Population about 26,000; 1,900 feet above the sea.

Lat., 32° 38' N., Long., 16° 56' E.; distant from Southampton, 1332 miles; Lizard Point, 1164; Lisbon, 535; Gibraltar, 625; Coast of Africa, 308; Santa Cruz in Teneriffe, 260.

**HOTELS.**—Yates', first class; Miles', first-class.

**BOARDING HOUSES.**—Mrs. Harn's, 20, Rua de Canuia; Mr. Reed's, Quinta de Fonte; Mr. Holloway's, Caminho de Meyo. **Tariff.**—16s. to 20s. (4 to 5 mil-rees) per diem, exclusive of all drinkables.

**BRITISH CONSUL.**—D. H. Erskine, Esq. **CONVEYANCES.**—Carriages, Horses, &c.

**SAILING VESSELS** to all parts of the globe, London occasionally. **Fares**, £20 (exclusive of all drinkables); **Servants**, £10.

**STEAMERS.**—The Royal Mail Steam Packet Company's vessels arrive on the 9th of every month from Southampton, and leave, homeward-bound, for that port, on the 8th of every month.

Fares.	After Cabin.	Fore Cabin.
Single Berth.....	£26	£21
Double each Berth ...	18	16

and outward-bound on the 18th of every month to

Lisbon.	Teneriffe.	St. Vincent.	Pernambuco.
£7	4	£12	£24
Bahia.	Rio Janeiro.	Monte Video.	Buenos Ayres.
£16	£28	£40	£41

exclusive of Google

place they arrive here on the 8th of every month.

The Royal African Mail Packet Company's steamers which leave Plymouth on the 24th of every month touch here outward on the 4th, and homeward on the 5th bound to Plymouth. Fares, 1st class, £17; 2nd class, £14; exclusive of wine.

BOOKSELLER.—J. Mason, Rua de Alfandega.

COINS.—Accounts are kept in Rees (an imaginary coin), 1000 of which = 1 milree.

1000 Rees = 1 milree.

Old Crusado = 400 Rees.

480 Rees = New Crusado.

100 „ = Testoon.

365 „ = 1 Pataca.

20 „ = 1 Vinten.

Gold Coin = 6400 Rees.

Gold Crusado = 2s. 3d.

Spanish dollars and sovereigns are also used.

#### WEIGHTS.

8 ounces = 1 marc.

16 „ = 2 marcs = 1 lb. (arratel).

352 „ = 44 „ = 22 lbs. „ = 1 Arroba.

1408 „ = 176 marcs = 88 lbs. (arratel) = 4 Arroba = 1 Quintal.

1 Quintal = 100 lbs. Avoirdupois.

THERMOMETER.—Average, 70° 7'; in the winter, never below 60°.

CLIMATE. — Is most delightful; the scorching heat of summer and the icy chill of winter are here quite unknown, for spring and Autumn reign continually, and

is highly recommended for invalids, who flock hither in great numbers.

REMARKS ABOUT THE ISLAND.—This Island, which is the principal of a group subject to the Portuguese, who discovered them in 1419, is 46 miles long, and 8 broad, very mountainous, and has numerous warm springs. There are several mountain streams in the interior, which descend to water the vallies, forming beautiful cascades in their course. Many of the flowers that adorn the English green-houses grow (most beautifully) wild in the fields, and are indigenous to the place. The myrtle, rose, jessamine, honeysuckle, larkspur, fleur-de-lis, lupine, are seen springing up most luxuriantly. The finest wine in the world is produced from the vine which grows in this Island, and the sweetmeats, preserved and candied fruits here are most delicious. The mountain scenery in the interior of the Island is truly picturesque and romantic, and the rich emerald appearance of the fertile vallies is beyond description. The variation of the compass here is 21° west; the rise and fall of the tide 7 feet.

MOST REMARKABLE OBJECTS.—The appearance of the bay, Old Castle, on a steep black rock called Loo Rock, 3,900 feet above the level of the sea, the residence of the Ex-Empress of Brazil, Fortifications, Cathedral, the roof and beams of which are of cedar, our Lady of the Mountain, with its supposed miraculous image much venerated, English Church, which is beautifully situated in the suburbs, Custom House, Barracks, Quays, Governor's Palace, Churches, Plaza,

Santa Clara Convent, Franciscan Convent, with the walls and ceiling of a chamber covered with human skulls and thigh bones, reported to be the relics of holy men who have died here; Pontinha Column on the beach, Sant Iago Fort, New Lazaretto (at the mouth of a fine gorge), Brazen Head, Cruz Point, Cemeteries, &c. Three Forts. The houses are built of freestone, with lattice shutters, and only a few have glass windows. The streets are dirty and narrow, with streams of water flowing through them.

**IN THE VICINITY.**—The rides and excursions up the mountains, which commence immediately above the beach, are exceedingly beautiful and interesting, and are enlivened by the picturesque Quintas (Villas) of the opulent merchants and residents.

**HINTS.**—The traveller should take the precaution previous to going on shore to ascertain the exact time of the departure of the vessel, and then arrange so as to return on board about two hours before the period fixed for sailing. He should here provide himself with fruit and wine for his journey, both of which he will find truly acceptable during the continuance of his voyage, either outward or homeward.

**SEA VOYAGE** (about 11 days).—From Madeira to St. Vincent, one of the Cape de Verde Islands. In all probability the Peak of Teneriffe (which is upwards of 12,000 feet above the level of the sea) will be seen in the journey, should the weather be favourable, as it can be discerned from a considerable distance at sea.

## ST. VINCENT.

(One of the Cape de Verde Islands), so called from a green plant, saigosso, which grows in the sea near them, resembling the water cress, the fruit of which is not unlike the gooseberry; and which sometimes lies so thick on the ocean as to impede vessels in their course. It is situated on the West Coast of Africa, 30 miles in circumference, having good shelter on the N. W. side. Its productions are apples, gourds, oranges, wild pigs, wild goats.

Lat.  $17^{\circ} 30'$  N., Long.  $25^{\circ} 30'$  W.

Population, 10,000.

**BRITISH CONSUL.**—T. Miller, Esq.

**HOTELS.**—British, Donna Maria, &c. Tariff — 16s. to 20s. per diem (4 to 5 milrees), exclusive of all drinkables.

**CONVEYANCES.** — Donkeys and horses, 1 pataca per diem.

**BOAT HIRE.**— $\frac{1}{4}$  pataca per diem.

**STEAMERS.**—The Royal Mail Steam Packet Company's vessels leave for Southampton on the 2nd, and touch here outward bound on the 24th of every month.

Fares to Southampton, £45 and £30; Lisbon, £25; Madeira, £14; Teneriffe, £12; Pernambuco, £17; Bahia, £16; Rio Janeiro, £20; Monte Video, £32; Buenos Ayres, £32, exclusive of drinkables.

**COINS.**—See Madeira, page 314.

**WEIGHTS.**—See Madeira, page 313.

Thermometer averages about  $77^{\circ} 9'$ .

The climate is healthy, but the constant droughts which continue for 3 to 5 years, to which these islands are subject,

render it extremely hot when such occur.

**REMARKS ABOUT THE ISLANDS.**—These islands, discovered by the Portuguese in 1446, belong to Portugal, and are stated to have been known to the ancients by the name of Gorgades, but re-discovered by Antoni Nolli, a Genoese, at which time they were almost uninhabited; they now contain a population of 56,000, and lie about 400 miles west of the promontory of the same name. They are ten in number, viz., Brava, Bonavista, Fuego, Mayo, St. Antonio, St. Lucia, St. Nicholas, Sal, St. Jago, the largest and capital, and St. Vincent. They are often subject to great drought. In 1833, out of a population of 88,000, no less than 40,000 were destroyed by famine. They are noted for the production of salt. The exports are chiefly leather, salt, and salted turtles. On one of them called Fogo is a volcano of which frequent tremendous eruptions take place.

**MOST REMARKABLE OBJECTS.**—Salt Works, Governor's Palace, Custom House, Barracks, Fort, Hospital, Churches, Fine Harbour, Fortifications, &c.

**MOST REMARKABLE OBJECT IN THE GROUP OF ISLANDS CALLED THE CAPE DE VERDES.**—The continual burning volcano in Fogo.

**HINTS.**—There are a great many wild goats on the north-western part of the island, which will afford travellers, who happen to be detained here, some excellent sport. No other amusements of any kind are to be met with, and in time of drought,

scarcely any fresh provisions of any kind can be procured.

**SEA VOYAGES** (about 11 days) from St. Vincent to Ascension Island. No land is sighted during this portion of the voyage, but the weather becomes intensely warm as the western coast of Africa is approached, and the traveller should avoid sleeping on deck, or exposing himself in any way to the heavy dews which fall at night, or to the scorching rays of the burning sun in the day, unless protected by an awning or covered umbrella. The tropical moonlight now becomes beautiful in the extreme.

### ISLAND OF ASCENSION.

In the South Atlantic Ocean, 600 miles N. W. of St. Helena, 10 miles long and 6 broad. Population, 2,000. Lat. 8° 8' S. Long. 14° 28' W.

**SAILING VESSELS** to India, China, the Cape, and African Settlements, touch here occasionally.

**HOTELS.**—The British, Emperor, &c. Tariff—10s. to 15s. per diem, exclusive of all drinkables.

**CONVEYANCES.**—Mules and horses.

**COINS.**—English money is current.

**WEIGHTS.**—English weights and measures are used.

Thermometer averages between 77° and 80°

Climate is extremely hot and yet healthy.

**REMARKS ABOUT THE ISLAND.**—It is eight miles long and six broad, of volcanic formation, and rises to a considerable height. Its appearance is bleak

and barren, although some portion of it has been cultivated, and crops of vegetables are obtained, which are supplied to all vessels touching at this place, *en route* to and from the Cape, India, and China, for water and provisions. Immense quantities of turtle are caught here.

**MOST REMARKABLE OBJECTS.**—The Governor's House, Barracks, Hospital, Dépôt for the supply of provisions to ships touching here, Vegetable Gardens, Turtle Fisheries, Fortifications, &c.

**HINTS.**—The traveller must take care not to be left behind on this island, as transit from this place to other parts of the world, though frequent, is by no means *regular*, and cannot be calculated upon.

**SEA VOYAGE** (about 10 days) from Ascension to St. Helena affords nothing of interest to the traveller, no land being visible, yet at the same time he must act with caution as regards exposure to the rays of the sun and the dews at night.

### ST. HELENA.

(Capital, James' Town).

**POSITION.**—In the Atlantic Ocean.

Population, about 8,000.

Lat. 15° 55' S. Long. 5° 49' W.

**HOTELS.**—British, Royal, and many others. Tariff—15s. to 20s. per diem for board and residence, exclusive of all drinkables.

**CONVEYANCES.**—Horses and carriages can be obtained to make excursions across the island.

**COINS.**—English currency is used.

**WEIGHTS.**—English weights ditto.

Thermometer averages about 70° to 81°

The climate is temperate, yet moist, but

exempt from the extremes of heat and cold, thunder and lightning, and hurricanes.

**SAILING VESSELS** to India, China, the Cape, Australia, England, and all parts of the known world, touch here for water and fresh provisions.

**REMARKS ABOUT THE ISLAND.**—It is ten miles in length, six in breadth, and 25 miles in circuit. Is celebrated as having been the place of exile of Napoleon the Great, where he died in May, 1821. This island was discovered by the Portuguese in 1501, on St. Helena's day, hence the origin of its name. Held by the English since 1674. There are some high hills which bear evident marks of a volcanic origin, since they have huge rocks of lava, and half-vitrified flags.

**MOST REMARKABLE OBJECTS.**—The Governor's Residence, Barracks, Hospital, Parade, Church, Theatre, Fortifications, Arched Gateway at the entrance of the Town. Parade Ground, 100 feet square, Castle, Company's and New Gardens, Shops, Diana's Peak, in the centre 2,700 feet high, Peak S. W., Sugar Loaf Peak, Ladder Hill. The four approaches—St. James, on which (Chapel Bay) the town stands, Rupert's Bay, Lemon Valley, Sandy's Bay. The spots on which Napoleon's Tomb and Residence stand were ceded to the French in 1857 by the British Government, but an American, who held possession of the same, has refused to dispose of it to the French Government. It has, however, been given up to the French Government, and also the funeral car in which Napoleon was taken to his grave.

**IN THE VICINITY.**—Diana's Peak, Longwood (the residence of Napoleon the Great), His Tomb, the Vallies, which are covered with verdure, and cattle of British breed.

**HINTS.**—The traveller must not quit this place without proceeding to Longwood to visit the Emperor Napoleon's House, Tomb, Willow Tree, and make an excursion to all the rides of that celebrated Emperor.

**SEA VOYAGE** (about 10 days) from St. Helena to Cape Town. No land is sighted during the whole of this part of the voyage, until we reach

#### CAPE TOWN (CAPE OF GOOD HOPE)

Discovered by the Portuguese, 1493, doubled by them in 1497, established by the Dutch in 1650, taken by the English in 1806. It is situated on the south of Table Bay, and has the appearance of a perpendicular rock, rising from 600 to 1,200 feet out of the water, interspersed with verdant valleys.

Population, 20,000.

Lat. 33° 55' 56" S. Long. 18° 21' E.

Thermometer averages about 70° 7'.

**SAILING VESSELS** to India, China, Australia, England, and all parts of the globe, frequently every month.

Fares to England, 1st class, £55; 2nd class, £25.

The climate is extremely healthy.

**HOTELS**—Are numerous, the British, Dutch, &c. Tariff—8 to 10 rix dollars (12s. to 15s.) per diem for board and residence, exclusive of all drinkables.

**NEWSPAPER.**—*South African Commercial Advertiser.*

**COINS.**—Accounts are kept in £ s. d., or in rix-dollars, schillings, and stivers.

1 stiver =  $\frac{1}{3}$  of a penny.

6 „ = 2½d. = 1 Schilling.

8 Schillings = 18d. = 1 Rix Dollar.

#### WEIGHTS AND MEASURES—

Liquid, viz., English.

1 Flask = 4·946 Gallon.

16 Flasks = 1 Anker = 7·9 Imp. Gal.

4 Ankers = 1 Aum = 31½.

4 Aums = 1 Leaguer = 120·6.

1 Pipe = 91·6 English Imperial Gal.

Corn, viz., Dutch. English.

4 Schepels = 1 Muid = 110 = 196.

10 Muids = 1 Load.

107 Schepels = 82 Winchester Bushels.

Cloth, viz.,

12 Rhyland Inches = 1 Foot Rhyland

97 „ „ = 1 Dutch Ell.

144 „ „ = 1 Square Foot.

144 Square Feet = 1 Rood.

600 Roods = 1 Morgen.

100lbs. Dutch = 109lbs. Eng. Avrdpois.

100lbs. English = 92lbs. Dutch.

#### REMARKS ABOUT THE SETTLEMENT.—

This place was established by the Dutch in 1650, and taken possession of by the English in 1806; 1860, H. R. H. Prince Alfred visited it, was fêted and received most loyally by the whole population. The general appearance of the country is sterile, but the environs of Cape Town are picturesque, and have a considerable degree of fertility.

**MOST REMARKABLE OBJECTS.**—Light House (the light of which can be seen off the deck of ships 16 miles distant), Harbour (it is exposed to the westerly wind in the months of June, July, and August

which causes a heavy swell), the Castle, Amsterdam Fort, Barracks, which can contain 2,000 men, Parade, Squares, Market Place, Stand for the Wagons bringing the produce from the interior. The Store Houses, which were formerly occupied by the Dutch East India Company, Marine Hospital, Military Hospital, Government House (the temporary residence of H. R. H. Prince Alfred in 1860), Town Hall, Churches, Commercial Sale Rooms, in which a grand ball was given to H. R. H. Prince Alfred in 1860, Protestant Cathedral, erected in 1847, Theatre, Public Schools, Missionary Establishment, Breakwater, which will inclose 1,152 acres of water, Sailors' Home, New Library Hall, in course of construction, the first stone of which was laid by H. R. H. Prince Alfred in 1860, &c.

IN THE VICINITY. — Lion's Rump, Devil's Peak, Salt River, Robbin's Island, Table Mountain (so named from the flatness of its summit), rises about 3,600 feet above the sea, immediately behind the town, has a peak on the east about 3,400 feet in height, and another on the west about 2,200 feet, Plantations of *Protea Argentu* (Silver Tree), at the foot

of the Table Mountain and the Constantine Vineyards, which are most beautifully and picturesquely situated.

SEA VOYAGE (about 16 days), from Cape Town to the Mauritius. After the Cape is doubled no land is seen until the most southern point of the Island of Madagascar is sighted (Cape St. Mary), the lofty mountains of which are grand and picturesque, the loftiest of which (Aukaratra) is upwards of 11,000 feet high. In calm weather the Isle of Bourbon is seen, afterwards no land is visible until the mountains of Mauritius are discerned.

Mauritius described Route No. 15, page 296.

Sea Voyage from Mauritius to Point de Galle, Madras, and Calcutta, no land is sighted, and to Hong Kong, land is not seen until the vessel passes Cocos or Keeling Island, and afterwards not until she approach the Straits of Sunda, through which she passes, (as also when *en route* to Batavia), when the mountains of Sumatra are visible at a considerable distance, some of them being 14,000 feet high, together with the luxuriant Island of Java.



# A VOCABULARY OF ENGLISH & HINDOOSTANEE

## RULES FOR THE PRONUNCIATION OF HINDOOSTANEE.

The letters must be uniformly pronounced, thus:—  
a must be always sounded as *a* in the word *all*  
(very broad and full).

*x*, when it has the short prosodial mark, is to be  
sounded like the *u* in *sub*, described below.

*o* as the *e* in *there*.

*ee* as *ee* in *see*.

*i* as the *i* in *bit*.

*o* as the *o* in *so* (very broad).

*oo* as the long *oo* in *soon*.

*oo* must have the short sound of the *oo* in *foot*.

*ow* as *ow* in *cow*.

*u* as the *u* in *sub*.

*y* as the *y* in *my*; unless it be followed by a vowel  
when it has the consonantal power of *y* in  
*young*.

The consonants are to be pronounced as in English,  
with the following exceptions:—

*g* must always be pronounced with the hard sound  
which it has in the words *go*, *give*; never with  
the soft sound which it has in the word *gentle*.

*t*, *d*, *r*, when found throughout the following pages  
in a different type to the rest of the word (as  
an italic among Roman letters, or a Roman  
letter among italics), are *cerebrals*. These  
cerebral letters have a harsh pronunciation  
peculiar to the natives of India, and are  
sounded with the tongue pressed against the  
back part of the roof of the mouth instead of  
the teeth.

*kh*, when in a different type from the rest of a word  
is sounded like the guttural *ch* in German, or  
in the Scotch word *loch*.

*p-h* is not to be pronounced like *f*; but the two  
letters retain their proper sound, as in the  
middle of the word "uphill."

*t-h* is not to be pronounced like the same combina-  
tion in the English words *this* or *thing*; but  
the letters retain their separate sound, as in  
the middle of the word "outhouse."

*ck* is employed to represent the sound of a letter  
pronounced deeper in the throat than the  
common *k*.

*gh*, in a different type from the rest of the word,  
has the sound of the Northumberland *hwr*.  
This guttural sound bears the same relation  
to the hard *g*, which the guttural *kh*, above  
described, bears to *k*.

*ñ*, in a different type from the rest of the word  
has the slight sound of the French nasal *n*.  
It is more delicate than the *ng* in *king*.

An apostrophe (as in the words 'ilm, n'must,  
tusdee') indicates the occurrence of the Arabic letter  
*ain*, for which there exists no equivalent in any  
European language. Its peculiar guttural sound  
has been compared to "the voice of a calf calling  
to its mother."

**A**  
To abandon, *chhor*  
To be able, *suk*  
To abolish, *mowekoo*  
*kur*  
About (around), *aspa*,  
*gird*  
                    (respecting),  
*huckck men*, *babut*  
*men*

Above, *oopur*  
Abuse, *gaice*, *f*  
According to, *ke mōōwa*,  
*sick*  
On account of, *ke waste*  
Accounts, *hisab*  
                    (news), *ukhbar*  
Across, *par*; *D. pylewur*  
Advice, *nāseehut*, *f*  
Affair, *kam*, *bat*, *f*

After, *peechhe*  
Again, *p-hir*, *p-her*  
Age, *ōōmr*, *f*  
To take aim, *shust-le*  
*Air*, *hāwa*,  
Alike, *bārabur*  
All, *sub*, *sara*  
Alligator, *mugur*  
Almond, *badam*  
Almost, *nuzleek* *chāreel*

Alms, *bheekh*, *f*  
Aloe (tree), *sheekōōwar*  
— (wood), 'ood  
— (drug), *elwa*  
Al no, *hāela*  
Already, *ubhee*; *D. kbeech*  
Also, *bhee*  
Always, *hāmeahk*  
Ambush, *cāba*; to lie is  
ambush, *dāba-marua*

Among, men, ke beech and, ovr	To beat, mar	Bow, kâman, f	Candle, butte, f
Angry, kâfâ	Beautiful, kâshob-soorut, sôond	Box, sundock; (small), sundockchâ, dibbee,	Cane, bed, f
Animal, janwâr	Because, kyoonski, is-wasfe-ki	Boy, lurka, chhokra	Canon, t.p., f
Another, ovr, doosra	To become, ho-ja	Braclet, bazoo-bund, kungun, bungree, f	Canon-ball, gola
Answer, jâwab	Beer, boozâ	Brain, dimgh	Care, kâkûr, f, purwa, f
Ask, choonfee; D. chôom-tee	Bed, bichhâna, bichhowna	Branch, d.lee, f	Carpenter, burhâ
White ant, deemuk, f	charpac, f, khât, f	Brass, peetul	Carpet, bichhâna, ghalechâ
Any, koe, kôchh	Before, aze	Bread, rote, f	Carriage, garce, f
To appear, nâzâr; D. dis	Beggar, bhikaree, fâkkee, gâda	To break, tor	To carry, le-ja
To appl, lîga	To begin, lug	Brea-fast, hazree, f, nashâ	Carrot, galur, f
Apology, 'ôôzr	Behind, peechhe	Bra-st, chhatee, f	Cartridge, tonta; D. tota
Arm, bazoo	To believe, man, bawâr-kur	Bribe, rishwâ, f	Cartridge-box, tooshâ, dibbee, f
Arms (weapons), hut-biyar	Bell, bhuntâ; small bells worn on the ankles by dancing girls, ghôongroo	Brick, ee-t, f	Cat, billee, f, billa
Army, lushkur, fowj, f	Belly, pet	Bride, dâdhun, f	To catch, pâkar
To arrive, jâhônch	Below, neeche	Bridgroom, doolha	Cause, subub
Arrow, teer	To bend, nihôôra	Bridge, pôôl	Cavalry, sâwar, tîgha-suar
As, jysa, jis-târâh	Betel (leaf), psn, tumbal	Bride, lîgam, bag, f	To cease, mowckoo-f
Asamed, shurimudâ	— (nut), sôôparee, f	To bring, la, le-a	To make to cease, mowckoo-f-kur
Ashes, rakh, f	Big, bâra	Broad, chowra, pâhna	Ceremony, tîkullî; (manner), rum, f
To ask, poochh	Bill (of a bird), chonch, f	Broom, jharoo	Certainly, ubutî
To ask for mang, munga	— (of exchange), hôôndee, f	Brother, bhace	Chain, sunjeer, f
Ass, gudha	To bind, bandh	Brother-in-law, sala	Chair, kôôsee, f, chaw-kee, f
Assembly, mujlis, f; D. jamaora	Bird, chiriya, f	Brown, bhoora, ooda	Chiak, khâree-mutia
Assistance, mîddâ, f	Bit (piece), tîôkka	To brush, jhar	Chamber, kot-hree, f
Astonished, gh-bra	To bite, kât, dus	Bucket, dâl	Cheap, susta
Aunt (paternal), p-hoop-hee, f, châcher, f	Bitter, kurwa	Buckle, chupras, f	Chest, t-hug, dugha-baa, nuthut
Aunt (maternal), kâhala, f, mômamee, f	Black, kala	Buffalo, bhj, f; D. khôôlga	Cheek, gal, rôôh; D. nukhsharâ
Awake, jugta, bedar	Blacksmith, lohar	— (wild), ârna	Cheese, pâneer
To awaken, jâga	Blanket, kummul, kumlee, f	Bug, khutmul; D. mukhoon	Chess, shutrul, f
Aze, kôôharee, f	Blind, undha	To build, buna	To chew, chuba
Azle-tree, meroo	Venetian blind, jhilmil, khirkee, f	Bullet, golee, f	Chicken, choozâ
	Blockhead, be-wôôckoo	Bullock, byl	Child, buchchâ, hukra
	Blood, lohoo	To burn, (neut.) jul; (active) jula. Examples— 'Ag kâshob jultee hy,' the fire burns well; 'yih kaghuz julao,' burn this paper.	Chick, lurr-ee, f; D. nhamwad
	To blow (as wind), bâh	To burst, p-hoôf ja	Cinn, t-hôôddee, f
	— (as a flower), khil, p-hoôl	To bury, gar, dufun-kur	To choose, pusnad-kur, Mâtiyar kur
	To blow (with the breath) p-hoonk	Bush, jharee, f; D. jhôôrôp	Cieling, chhut, f
	— (the nose), sinuk; D. chhiuk	Business, kam	Circle, ghara, hulchâ
	Blue, neela	But, pur, lekin	City, shâhr, ougur
	Blunt, kôônd, bhota	Butcher, kussace	Clean, saf
	Boat, nao, f, kishtee, f, D. purwa	Butter, mukkhun; D. muskâ	Clever, châtôr, chât
	Body, bâdun, ang	Button, ghôôndee, f	To climb, churh
	To boil (neut.) ôôbu; (active) ôôb-l. Examples— 'Pannee ôôbalo,' boil water; 'panee ôôbonta hy,' the water is boiling	Button-hole, hulchâ, p-hâlee, f	Clock, baranee, f, tîkullî
	Bone, huddee, f	To buy, mol-le	Clock, ghâree, f; D. ghâ-riyal
	Book, kitab, f		Cloth, kupra
	Boots, moze		Cloud, budlee, f; D. ubhal
	To be born, pyda-ho		Clove (spice), lowog, f
	Both, dono, hur-do		Coat, kôôrtâ, kôôrtia, f; D. kôôrtâ
	Buttle, sheeshâ		Cock, môôrgia
			— (of a barrel), am-tee
			— (of a gun), ghana
			Cornu-nut, nariyâli
			Coffee, kahwâ
			Cold, (adj.) t-hunda, sahl

**Cold**, (subst.) t-hnad, *f*,  
t-hundee, *f*  
— (a cough), surdee, *f*,  
nōōkam  
**Collector** (of revenues),  
tāhsel-dar, āmul-dar  
**Colour**, rung  
**Comb**, kunghee, *D*.  
kunggoe, *f*  
To come, *a*  
**Complaint**, furyad, *f*  
To conceal, chhipa  
**Conduct** (behaviour),  
nōōlook  
**Contempt**, hickarut, *f*  
**Content**, (adj.) razeo  
**Contrary**, khālaf  
**Cook**, bawurchee  
**Copper**, tamba  
**Coral**, moonga; *D*. gōōl-  
lee, *f*  
**Coriander**, dhuniya  
**Cork**, t-bepee; *D*. ghutta  
**Corn**, unaj, ghālīā  
— (on the toe), ghutta  
**Corner**, kona  
**Cotton**, rooeo, *f*  
— (plant), kupas, *f*  
— (adj.) sootee  
To cough, khans  
To count, gin  
**Country**, mōōlk, des  
— (opposed to  
town), mōōfussal  
**Counterpane**, pulung-  
posh  
**Court** (hall of audience,  
&c.), durbar  
**Court-yard**, angun,  
ukhara  
**Cover**, dhukna, dhuknee, *f*  
To cover, dhank, dhamp  
**Cow**, gae, *f*  
**Coward**, namurd, dur-  
pokna  
**Crab**, kekra  
**Cradle**, hindola  
**Cream**, mulace, *f*  
**Creek**, kharee, *f*, kol  
**Cresses**, halim  
**Crime**, tuckseer, *f*, gōō-  
nah, pap  
**Criminal**, tuckseerwar,  
gōōnahgar, papoe  
**Crooked**, terha; *D*. binga  
**Crow**, kuwua  
**Crowd**, bheer, *f*, juma'ut  
*f*, ghol  
**Cruel**, sungdil  
To cry (shout), pōōkar  
— (weep), ro  
**Cucumber**, kheera  
**Cup**, piyalā, kutora  
**Cure**, dūnee, *m*  
**Cure**, shufa, *f*, 'ila  
**Curry**, (the dish), salun,  
chakya

**Curtain**, purdā, chilwun, *f*  
**Custom**, dustoor  
**Customs** (duty or tax),  
khura, muhsool  
**Custom-house**, chowkee, *f*  
To cut, kat  
**Cymbals**, jhanjh, *f*  
  
*D*  
**Dagger**, kufar, peah-  
chubz  
**Damage**, nōōcksan  
To dance, nach  
**Dancing-girl**, kunchunee,  
*f*  
Dancing-boy, bhugtiya  
**Danger**, khutā, dur  
**Dark**, undhera; *D*. un-  
dhara  
**Date** (epoch or time), ta  
reekh, *f*  
— (ruin), khujoor  
**Daughter**, betee, *f*  
**Day**, din, ros  
**Dead**, mooa, mura  
**Deaf**, buhra; *D*. bora  
**Dear** (expensive), muhn-  
ga  
— (beloved), pyara  
**Death**, mowt, *f*  
**Debt**, ckur, gōōdhar  
**Deceit**, dhokha  
**Deed** (act), kam, kej  
— (written), ckubalā,  
dustawez, *f*  
**Defect**, chōōsoor, chook  
**Delay**, der, tawuckckōōf  
To deny, inkar-kur, mōō-  
kur  
**Depth**, guhraya; *D*. don-  
gan  
**Desert** (wilderness), bāya-  
ban, wyran  
To desert (run away),  
boag, nhat, nash  
**Deserter**, bhugora, firaree,  
nhatoo  
To despise, huckeer-jan  
**Destiny**, tuckdeer, *f*,  
ckismut, *f*, useeb  
**Devil**, shytan  
— (a reliah eaten  
with wine, &c.), guzok  
**Devotee** (Mahomedan),  
fackeer, chulundur  
— (Hindoo), jogee,  
tupussee, sunyasee,  
byragee  
**Dew**, os, *f*  
**Diamond**, heera  
To die, mur, mur-ja  
**Difference**, surck  
**Difficult**, mōōshkil, bha-  
ree  
To dig, khod  
**Dignity**, hōōmrat, *f*,  
'insat

**Dirty**, myla  
**Dish**, rikabee, *f*, t-halee,  
*f*  
To dismiss (turn off), bur-  
turuf-kur, m'ool-kur  
— (a meeting),  
burk'ast-kur  
— (a suit at law),  
mar-de  
**Dispute**, tukrar, *f*, tanta,  
mōōbahāā  
To dissolve (by fire), gul;  
(active) gula  
— (in water),  
ghol; (active) ghōōla  
**Distance**, dooree, *f*, tākā-  
wōōt, *f*  
**Distant**, door  
**Disturbance** (riot), hun-  
gamā, dunga, hōōlur,  
shor; *D* gurbur  
**Ditch**, khunduck  
To dive, doob, ghōōk-mar  
**Diversion**, tumasha  
To do, kur  
**Doctor** (physician), hu-  
keem, tubeeb  
— (learned man),  
mōōla, pundit  
**Dog**, kōōtta  
Don't, mut; *D* nukko  
**Door**, durwazā, kewar  
**Double**, doona, dohra; *D*  
dōōgōōna  
**Doubt**, shukk, gōōman  
**Down**, neeche, tāle  
To draw (pull), khynch,  
tan  
To draw (ske'ch or paint),  
likh, khynch  
**Dream**, k'hwab, supna  
**Dress**, poshak, *f*, kupre  
To dress, puhin, *D* pen  
To drink, pee  
To drive away, hank; *D*  
hukal  
**Drop**, boond, *f*, ckutā  
To be drowned, doob-ja,  
ghurck-ho  
**Drum**, dhul, tumbor  
— (small), dhuluk, *f*,  
pukhawuj, *f*, tasā  
**Kettledrum**, nuckckarā,  
dunka  
**Drunk**, mutwala, must;  
*D* suruk  
**Dry**, sookha  
**Duck**, but, *f*; *D* budukh,  
*f*  
— (wild-duck), mōōr  
ghabee, *f*  
— (M'ahminee duck),  
chukwa  
**Dumb**, goonga  
**Dust**, dhool, *f*, gurd, *f*  
To dye, runga  
**Dyer**, rung-nez

*E*  
**Each**, hur-ek, ek-ek  
**Ear**, kan  
**Early**, sāwree, buree fejr  
**Ear-ring**, jhōōmka, bala,  
kump-hool  
**Earth**, mittee, *f*, zumea,  
*f*  
**East**, mushrick, poorub  
**Ease**, aan, sulace, hulh  
To eat, kha  
**Ebony**, abnoos  
**Eclipse**, guhun  
**Edge** (of a weapon), dhar  
— (of a river, &c.),  
kina:k  
**Effect**, usur  
**Egg**, unda  
**Elbow**, kohnee, *f*  
**Elephant**, hat hee, hatee  
**Elephant-keeper**, muha-  
wut  
**Elephant-saddle**, howdā  
'umbaree, *f*  
**Elk**, o'āksinga, sambar  
**Embroidery**, chikun-  
dozee, *f*, zur-dozee, *f*,  
nuckkashee, *f*  
**Emerald**, sōōmōōrrōōd  
**Empty**, khaleo  
**Enamel**, meena  
**End**, sirā, ākhir  
To endeavour, sā'ee-kur  
**Enemy**, dōōshmun  
**Enough**, bus  
To entice, sureb de  
**Entirely**, bil-kōōl  
**Envy**, husud, *f*, *D* chōō-  
rus  
**Epaulette**, jhubba  
**Equal**, burabar  
**Error**, ghulutee, *f*  
**Evening**, sham, *f*, sanjh, *f*  
**Ever** (at any time), hu-  
bhee, kunho  
— (at all times) hu-  
meshā  
**Eunuch**, khōōj  
**Every**, hur, hur-ek  
**Examination**, tujweez, *f*  
**Except**, siwa, siwae, bu-  
ghyr, mugur, bin  
**In exchange for**, ke budle  
**Excuse**, 'ōōzi  
**Exercise**, kusrat, *f*, wur-  
zish, *f*  
— (military), cka-  
wa-id; *D* wursa  
**Expense**, khurch  
**Experience**, tujribā  
To explain, bāyan-kur,  
butla  
To extinguish, dōōjha  
**Eye**, ank, *f*  
— (of a needle), naka  
**Eye-ball**, pōōtee, *f*  
**Eye-brow**, bhowna, *f*

Eye-lash or Md, puluk

F

Face, mōñ; D mow  
To faint, ghāsh-kur, be-  
hoosh-bo  
Faith, ceeman; D puti-  
yara  
— (religion), mus-  
hub  
Falcon, bas  
To fall, pur  
False, jhooṭ-ha  
Family, ghurana  
Fan, punkha  
Far, door  
Farrier (horse-shoer), nā'ī  
bund  
— (horse-doctor),  
saloture  
Fast (abstinence from  
food), roṣā  
— (quick), juld  
— (firm), musboot, kusa  
Fat (adj) mota  
— (subst) churbee, f  
Fate, tuckdeer, f, chis-  
mut, f  
Father, bap  
Father-in-law, suṣṣor  
Fatigue, mandugee, f  
Fault, tuckseer, f  
Favour, mihrbanee, f  
Fear, dur  
To fear, dur  
Feast, ziyafut, f  
Feather, pur  
To feed, khila  
To feel, chhoo; D chhe  
Female, madā  
Ferry, ghat  
Festival (holiday), 'eed, f,  
purub  
Fetter, berree, f  
Fever, tup, f  
A few, t-hore, kōchh,  
do-teen  
Fiddle, sarindā  
Fidelity, wufa-daree,  
Field, shet  
Fig, najeer  
A fight, luraee, f  
To fight, lur  
File, sohan  
To fill, bhar  
To find pa  
(The sense of this verb  
is frequently expressed  
by the aid of 'mil'  
meet, which is a neuter  
verb, and must agree  
with the thing found,  
and put the finder  
(if expressed) in the  
dative. Example—'ōī  
bustee men khane kee  
waste kooe cheez hum-

ko milegee?' shall we  
find any thing to eat in  
that village?)  
Fine (delicate), bareek  
— (penalty), dand  
Finger, ṣṣṅlee, f  
To finish, tuman-kur  
Fire, ag, f; D ungar  
To fire a gun, chhor, mar  
dagh  
Fire-fly, jōṣṣnee, f; D  
jigna  
Fireplace, choohla  
Fireworks, atish-basee,  
First, puhla, p-hyla; D  
pylum  
Fish, muchhee, f  
Fish-hook, shust, f; D  
gul  
Fisherman, muchhulhar  
To fit, t-heek lug, mōṣ-  
nasib ho, p-hub  
To fix, luga  
Flag, jhunda, nishan  
Flame, anch, f, shōṣ'īm  
Flat, burabur, chupta  
Flattery, p-hōṣṣiao  
Flesh, gosht  
Flint, put-huree, f  
Flock (herd), gullā; D  
muuda  
Flour, mydā  
To flow, buh  
Flower, p-hool  
Flower-pot, chungereee,  
Flute, bunsee, f  
Fly, mukhee, f  
To fly, ṣṣor  
Foam, kuf, f  
Fodder, charā  
To fold up, lupet, tuh-  
kur  
To follow, peechha-kur  
Folly, be-wōṣṣkoofee,  
Food, khana  
Fool, be-wōṣṣkooft  
Foot, paon  
For, ke-waste  
To forbid, munā-kur  
Force, zor  
Ford, ghat; D reo  
Forehead, mat-ha, peshaa-  
nee, f  
Foreign, purdesee, ujnu-  
bee  
Forest, jungul  
Forged (counterfeit), tu-  
ghulṣṣbee  
To forget, bhool  
To forgive, mōṣ'af-kur  
Fork, kanta  
Formerly, age  
Fort, kiliā, gurrh, koṭ,  
dōṣṣrg  
Fortune, buktā, nuseeb  
Forwards, ag; D ugaree  
Foundation, bōṣṣnyad, f

Fountain, chushmā; D  
jhura  
Fowl, mōṣṣorgh, mōṣṣorghee,  
f  
Fox, lomree, f  
Frame (wooden), chow-  
kust-h  
— (of a house), t-hat  
Fraud, dughā, f, heelā  
Free, azad  
Freedom, azadee,  
Fresh, tasā  
Friend, dost  
Friendship, dostee, f  
To frighten, dura  
Frog, menduk  
From, se; D sitee, son  
Front, samna, aga  
Fruit, p-hul, mewā  
To fry, bhoon  
Frying-pan, kurahee, f  
Full, bhura  
Fun, tumasha  
Funnel, chonga; D gula  
Furnace, bhut-hee,  
Furniture, usbab, saman  
Future, ayindā  
Fye! chhee, towbā, ṣṣof  
  
G  
Gain, nuffā  
Game (at dice, cards, &c.),  
jooa  
— (animals of chase),  
shikar  
Game-cock, useel-mōṣṣorgh  
Gambler, jōṣṣwaree  
Garden, bagh  
Kitchen-garden, baree, f  
Flower-garden, p-hōṣṣi-  
waree, f  
Gardener, malee  
Garland (of flowers),  
mala  
Garlick, luhsun  
Gate, durwazā; D bhar-  
kul  
To gather, jumā-kur  
Gentleman, murde-ad-  
mee, sahib, surdar  
Gently, ahiste, aste; D  
hullooo  
To get, pa. (See Find.)  
D upsur  
Gimlet, burma  
Ginger (green), udruk, f  
— (dry), sont-h,  
Giri, lurkee, f  
To give, de  
Glad, khōṣṣh, shad  
Glass, sheeshā  
To glitter, chamuk  
Glove, dūstānā  
To go, ja, chul  
Goat, bukra; D chhela  
God, khōṣṣda, Ullah  
Gold, sona D ṣṣṣna

Goldsmith, ṣṣṣnar  
Good, uchchha  
Goose, chaz  
Gourd, kuddoo  
Government, hōṣṣkoomut,  
f  
Gown, peshwaz, f  
Grain (corn), unaj  
— (single grain), dandā  
Granary, koṭ-hee; D.  
dhigar, f  
Grandfather, dada  
Grandmother, dadee,  
Grandson, pota  
Granddaughter, potee,  
Grape, ungoor  
Grass, ghaz  
Grasshopper, t'idda  
Grateful, huckk-shinas  
Gratis, mōṣṣft  
Grave, gor, f  
Gravel, kunkur  
Great, bura  
Greedy, lalchee  
Green, hura  
Greens, (pot-herbs), sag  
Grief, ghum  
To grind, pees  
Groom, ṣṣees  
Groove, seenka; D khub  
Grove, bagh (Top' is also  
much used in this sense,  
although not, properly  
speaking, a Hindoosta-  
nee word)  
Ground, zumeen, f  
To grow, ṣṣṣg, Burh  
Guard (of soldiers), chow  
kee, f  
— (sentinel), chow  
keedar; D para  
Guava, umroot; D jam  
Guide, hurkarā  
Guitar, sitar  
Gum, gond,  
Gun, bundooek, f  
Gunpowder, baroot,  
  
H  
Hail, ola; D ga  
Hall, bai  
Half, adha  
Hall, dalan  
Hammer, hut-howree, f  
Hand, hat-h  
Handful, mōṣṣṣ-hee, f  
Handkerchief, roomal  
Handsome, khōob-soorut  
To hang, (neut.) lutuk;  
(act.) lutuka  
— (execute), p-han-  
see churha  
Happy, khōṣṣh  
Hard, suktā; D ghuf  
Hare, khur-gosh  
Harness, saman, sas  
Harvest, kufasee, f

To make haste, jukdee  
kur; D. beggee kur  
Hat, topee, *f*  
To have, rukh ('To have')  
is usually expressed  
with the aid of the  
verb 'to be,' like the  
'est mihi' of the Latin;  
so, 'I have a book,'  
is expressed by 'mere  
pas ek kitab hy.' or,  
'mōōjhā ek kitab hy.'  
—'You have a pen?'  
or, 'have you got a  
pen?' 'tōōmhare pas ek  
ekulum hy?' or, 'tōō-  
jhko ek ekulum hy?')  
Hawk, jōōrra, baz.  
He, wōōh; D. o  
Head, sir  
Health, sihht, *f*, 'asyut  
Heap, dher; D. dhigar,  
*f*  
To hear, sōōn.  
Heart, dil  
To get by heart, yad-kur,  
uz-bur-kur  
Heat, gurme, *f*  
Heaven, bihlisht, *f*  
Heavy, bharee  
Hedge, bar, *f*  
Heel, eree, *f*  
Hell, ht, oonchare,  
Hell, dozukh  
Helm of a ship, sōōk-  
kan  
Help, mudud, *f*  
Hemp, bung, *f*  
Hén, mōōghee, *f*  
Here, yuhā  
Hesitation, wuswas  
To hide, chhipa  
High, ooncha  
Hill, puhār; D. dongur  
Hinge, nurmadk  
To hire, kirayā kur  
His, dōōka  
Hog, soōār, soor  
To hold, pukur, rukh  
To hold (contain).—'How  
much does this hold?'  
'Is men kitna sumata?'  
(literally, how much is  
contained in this?)  
Hole, soorakh; (a rent),  
p-har  
Hollow, thalee  
Honest, suchcha, diyan-  
atdar  
Honey, shuhud  
Hoot, sōōm; (cloven),  
kōōōr  
Hook, ankree, *f*  
Hope, dōōmed, *f*  
Horn, seeng  
Horse, ghōra, ghoda  
— (black), mōōshakes

Horse, (white), sōōfed  
— (gray), sōōrkha  
— (bay), kōōmyt  
— (chestnut), sumund  
Horse-shoe, uāl  
Hot, Gurm  
Hour, ghunta, ghuree, *f*  
House, ghur  
How? kisturūh?  
How long? kub-tuk?  
How much? kitna  
Hubbub, hurburee, *f*; D.  
gurbur  
Hungry, bhookha  
To hunt, shikar-kur  
Hunter, shikaree  
Husband, thasum  
Hypocrisy, riya, *f*, mukr  
Hypocrite, mukkar  
  
I  
I myn  
Ice, burf  
Idea, thāyal  
Idle, sōōst  
Idol, moorut, *f*  
If, uzur, jo  
Immediately, ubhee; D.  
ubeech  
Impossible, mōōhal, un-  
hona  
Improper, na-mōōnaab  
Impudent, dheet-h  
In, mēa  
In one, amdunee, *f*  
To increase, (went.) burh;  
(act.) burhā  
Indeed, tuhkeek, such  
Indigo, neel  
Industry, mihnūt, *f*  
Infantry, pydul, piyade  
Inferior, kumtur  
Intidel, kōōr  
To inform, thubur-de  
Inhabitant, sakin  
Ink, s'yahee, *f*, rowah-  
naee, *f*  
— (red), sōōrkhee, *f*  
Inkstand, duwat, *f*  
Inn, munzil, *f*  
Insect, keera  
Insipid, p-heeka  
Insolent, gōō-takh  
Instead of, ke-ti-us  
Instrument, alā  
Interpreter, mōōnrjim,  
du-bhaahiya, dōōbases  
To interrupt, rok, thulul-  
kur  
Intrigue (plot or suborna-  
tion), sumjha-ish  
Iron, loha  
Island, juzeerā, tapoo  
It, wōōh, yih; D. o  
Itch, khōōjke, *f*  
Ivory, hat-hee dant  
Ivy, bel

J  
Jack-fruit, kut-hul; D.  
p-lunnus  
Jackal, geednr; D. kola  
Jacket, angrikha, kōōrta  
Jail, bundee thānā  
Jar, ghura  
Jasmine yaameen, *f*  
Jaw, jublra  
Jealous, bud-gōōman  
Jealousy, ghyrut, *f*  
Jelly, mōōrublā  
Jest, t hūh-ha, muzakh  
Jester, t-hūh-hol  
Jewel, juwhur  
Jockey, chabōōk-suwar  
To join, j-r  
Joint, gant-h, *f*  
— (a cane), gunderee, *f*  
Journey, sutur  
Joy, thōōshree, *f*  
Judge, ckasee  
Juggler, bazegur; D.  
garoor  
Juice, rus  
To jump, kood  
Justice, inae, 'udalut, *f*  
  
K  
To keep, rukh  
Keepsake, yadgarce, *f*  
Keriel, nughz; D. cha-  
ro ee, *f*  
Kettle, deq, *f*, degchā  
Key, kōōnjee, *f*, chabee, *f*  
To kick, lat-mar  
Kid, hulwan  
To kill, mar, mar-dal  
Kiln, bhar  
Kind, (adj.) mihriban  
— (sort), ckiam, *f*  
King, paashah, sōōltan,  
raja  
Kingdom, sultanut, *f*  
To kiss, choom  
Kitchen, bawarchee  
thānā  
Kite (bird), cheel, *f*  
— (paper), putuog  
Knave, dugha-baz  
To knead, goond  
Knee, saoo; D. gōōrga  
Knife, chhōōree, *f*  
To knit, bōōn  
Knot, gant-h, *f*  
To know, jan  
  
L  
Labour, mihnūt, *f*  
Labourer, musdōor  
Lace (network), jalee  
— (trimming) kinaree,  
*f*  
Ladder, seerhee, *f*; D.  
siree, *f*  
— any, beabee, *f*  
Lake, jhesh, *f*

Lame, lungra  
Lamp, chiragh  
Lamp-black, kajul  
Lancet, nushur, *f*  
Land, zumeen, *f*  
— (opposed to sea),  
mōōshkee  
To land (disembark), ki-  
nare pur-ja  
Language, zuban, *f*, bat,  
*f*  
Lantern, fanooe, *f*  
Large, bura  
Lark, chundol  
Last, picchha  
Late, der  
To laugh, hums  
Law, shurā  
Lawful, hual  
Lazy, kahil; D. mōōh-  
ha  
Lead, seesa; D. beeasr  
To lead a horse, dōōriya  
le  
Leaf (of a tree), puttar;  
D. pan  
— (of a book), wurck  
Lean, dōōbla  
To lean against, tukiyā  
kur  
To leap, kood  
To learn, seekh  
Leather, chumra  
Leave, sōōtāt, *f*  
To leave, chhor  
Leech, jonk, *f*  
Left (remaining) backee  
— (opposed to right),  
bayān; D. dawā  
Leg, paon  
Lemon, leemoo  
Length, lumbee, *f*  
Leopard, cheeta; D. bor-  
buchā  
Leprosy, korh  
Less, kum  
Letter (epistle), thutt;  
chit-hee, *f*  
— (of the alphabet),  
hnrf  
Liar, jhoot-ha  
To tell lies, jhoot-h bol  
To lie down, let  
Life, jee  
To lit, sōō-ha  
Light, (subst.) sōōjala  
— (not dark), sōōjala  
— (not heavy), hulka  
To light, jua  
Lightning, bijlee, *f*  
Like, mōōvadick, bura-  
bur, maupud, misl  
Lime, choona  
Link (torch), mush'ul  
Lion, sher, singh  
Lip, honf h  
Little (small) chhōō-  
— (a few), t-horā

To live, jee  
Liver, kuleeja, jigur  
Lizard, et hiphkulee, f  
Tree-lizard, girgit  
To load, lad  
—— (a gun), bbur  
Lock, ekōōf  
—— (of hair), zōōf  
—— (of a gun), champ,

Locust, tōōda  
Log of wood, kōōndā; D.  
lōōndaka

Logic, muntik, f  
Long, lumba  
To look, dekh  
Loom, tant, f  
Loop, p-hulee, f  
Loose, dheela  
To loose n, p-huska  
Lord, khaan  
To lose, kha  
Lotus, kuswul  
To love, 'ishck-ruk, h,  
chah.

Lovers, 'ashick ovr mn-  
shoock (i. e. lover and  
beloved.)

Low, neecha  
Luck, bukāt, ckismut, f  
Lungs, riyat, f.; D.  
p-kepe  
Lust, shuhwut, f

M  
Mace (iron club), gōōrs  
—— (the spice), jawl-  
tree, f  
Mad, deewanā; D. baora  
Magic, jadoo  
To make, kur; (con-  
struct), buna

Male, nur  
Mallet, mogree,  
Man, admee  
Mare, kyal, f  
Mango, am  
Mannur, turuh, f  
Manners (breeding) udub  
Many, buhōōt  
How many? kitna?  
As many as, jitna  
So many, itna  
Mare, ghoree, f  
Mark, nishan, puta  
Market, bazar  
—— (for cattle or  
slaves), nukhāas

Marriage, byah, shadee, f  
Marrow, magh  
Marry, shadee-kur  
Martingale, zer-bund  
Martyr, shuheed  
Mast of a ship, dōl  
Master, sahib  
Mat, beriya  
Mattras, toshak, f

Me (or to me), mōōjh ko;  
from me, nōōjh se  
Meaning, mā'nee, f  
Means, ruseelā  
To measure, map  
Meat, goast  
Medicine, dawā, f  
To meet, mil  
Melon (musk) kharboozā  
—— (water). turboozā  
To melt. See Dissolve  
Memorandum, yad-dasht,

Memory, yad, f  
To mend, murummut kur  
Merchant, sowdagur  
Messenger, hurkarā  
Middle, beech, miyan  
Midwife, daee-junasee, f  
Milk, dōdh  
Mill chukkee, f  
Mind, jee

Mine (of gold, &c), khaan  
—— (my) niera

Mirror, seenā  
'ishchief, kharabatee, f  
Mis-r, bukheel

To miss, khaata kur  
Mistake, ghulut, f  
To mix, mila  
Model, numoonā  
Moment, dum

Money, pyse, iōōpy,  
nuckd

Monkey, bundur; D.  
bandur  
Month, māheena  
Moon, chand  
Moonlight, chandnee, f  
More, siyachā  
Morning, sujra, f.; D.  
ghutur

Mortar, hawun; (for  
bombs), ghōōbarā  
—— (plaster), choona

Moth. purwanā; D. patur  
Mother, mā, f  
Mother-in-law, sas, f  
To move, (neut) hil;  
(act.) hila

Mountain pubar; D. don  
gur

Mourning, matum  
Mouse, chooha  
Mouth, mōōnā; D. mon  
Much, buhōōt

Mud, keechur, f.; D.  
chikur, f

Mule, kharur  
Mushroom, sumaroogh;  
D. ekōōdrutee

Music, moosickee, f, rag

Musk, mōō-hk

Musket, buldoock, f

Muslim, mundaok, f

Mustard, raee, f  
Mustard, dunga

My, mera  
N  
Nahob, nāwub  
Nail (of the finger), &c.,  
nekōōn

—— (iron), mekh, f

Screw-nail, murree  
mekh

Naked, nunga

Name, nam

Narrow, tung

Native place, wutan

Nature (disposition), tā  
bee'ut f

Near, nazdeek, pas

Necessary, suroor

Neck, gula

Necklace, mala

Needle, sooeē f

Neglect, ghulut, f

Neighb ur, humaayk

Nephew (brother's son),  
bhutooja; (sister's son)  
bhanja

Nest, ghonla

Net, jala

Never, kubhee nuheen;  
(i. e. ever not)

New, nāya, D. nāwa

Noise, kharur, f., ukhar

Night, rat, f

No or not, nāheen

Noble, ahāreef

Noise, shor; D. gurbur

Nonsense, jhuk

None, kōōchh nuheen;  
(i. e. any not)

Noose, p-hansee, f.; D.  
p-hand

North, shimal

Nose, nak, f

Nose-ring, u-t-h

Note (letter), chit-hee, f

Nothing kōō. hh nuheen;  
(i. e. any thing not)

N. w ub

Number, shōōmar

Nurse, daee, f., aya, f

Nut, jowz

—— (walnut), ukhar

—— (libert), andōōck

—— (bete'), sōōparee, f

—— (cashed), kaj-o

—— (c-cosa), nariyāl

—— (tastachio), istuck

Nut (ground), moonng-p-  
hu ee, f

—— (vomick), kōōchla

—— (croton) jāmalgola

Netmeg, jae-p-hul

Objection, pukur  
Obstinate, kooon  
Of, ka, ke, kee  
To take offence, bōōra  
man

Often, aksur

Oil, tel

Old, bōōrana; D. khukha

—— age, bōōrhapa

—— man, boorha

—— woman, bōōrhiya,

Olive, julpasee, f

On, pur

Once, ek-bar

Onton, piyaz, f

Only, sirf

To open, khol

Opium, kseem, f

Opportunity, sōōrsut,  
ckaboo

Opposite, reobnareo

Or, ya

Orange, narunsee, f

Order (arrangement), la-  
tizam

—— (command), hōōkka

surman

Origin, usal, f

Ornam-nt, singar

Other, doora

Out, bahur; D. bhar

Over, oopur

Owl, sōōloo

Own, upnd

Ox, byl

P

Page of a book, sufāl

Pain, dōōkk

Paint, rung

Pair, jora

Palanquin, palkee,

Palm of the hand, hut-  
helee, f

Palm-tree, tar

—— (fruit of the),  
turkōōl; D. nōōnjul

Pan, pateela; (try)ng

kuralhee, f

—— (of a gun), piyāl

Paper, kaghaz

Pardon, kōōo

Parrot, tota

Pa-trner, ahāreek

Pa-tridge, tee-ur

To pass, gōōzur

Paste, lee-ee f

Patience, subr, f

Pattern, nāmōon

Pay, tulub, f.; (monthy  
wages), durmahā

Peace, sōōh, f

Peacock, mor

Pearl, motee

Pea-ant, rīceyut, (cor-  
ruptly pronounced rīe  
l'. kōōmbe

Pelican, huwasil  
 Pen, akalum  
 Penknife, akalumaturash,  
 f  
 People, log  
 Pepper, mirch  
 Pepper (cayenne), lai  
 mirch  
 Perhaps, shayad  
 Permission, ijasut, f  
 Person, shuhsa  
 Pestic, sonta  
 Pettition, 'ursee, f  
 Petticoat, ikhanga  
 Pewter, just, f  
 Pick-axe, kōddalee, f  
 Pickles, achar  
 Picture, tuweer, f  
 Piece, tōdkra  
 Pig, soār, soor  
 Pigeon, kābootur  
 Pill, golee, f  
 Pillage, loot, f  
 Pillar, khumbha; D.  
 kham  
 Pillow, tākiyā  
 Pin, ulfeenā  
 Pincers, sungsee, f  
 Pine-apple, unudnas  
 Pipe (tube), nālee, f  
 — (for playing on),  
 bunsee, f  
 — (for water), purnālā  
 — (barrel), pespa  
 — (tobacco), chowga-  
 nee, f  
 — (apparatus for smok-  
 ing tobacco through  
 water), hōōckckā, cka-  
 liyan, sōōgōōree, f  
 Pirate, dākty  
 Pistol, tābanchā  
 Pit, gorha; D. khora  
 Pitch, ral, f, ckeer  
 Pity, ruhm  
 Place, juguh, f  
 Plain (field), mydan  
 Plaintiff, furyadee  
 To plait, goond  
 Plane (carpenter's), rundā  
 Plantain, kela  
 Plaster (lime), choons  
 — (for a wound),  
 murhum  
 Plate, basun, burtun, ri-  
 kabee, f, t-halee, f  
 Plated (lacquered or gilt),  
 mōōlumōō  
 To play, khel  
 — (music), buja  
 Pleasant, kōōōsh; D. chu-  
 kot  
 Plough, hul, D. nagur  
 To plough, jot  
 To plough, loct  
 Pocket, job, f  
 Foot, sha'ir

Point, nok, f  
 Poison, bis  
 To polish, syckul kur  
 Pomegranate, inar  
 Pond, talab  
 Poney, tanghun  
 Poor, kungal, ghareeb  
 Poppy, koknar  
 Porter (labourer), mus-  
 door, kooloe  
 — (doorkeeper), dur-  
 ban  
 Portmanteau, koorjee, f  
 Possible, mōōmkin  
 Post (for letters), dak, f,  
 tappal  
 Pot (earthen), handee, f  
 — (of metal), bulohee, f  
 Potatoe, aloo  
 — (sweet), rutnaloo  
 Potter, kōōmhar  
 To pound, koot, choor  
 To pour, dal  
 Powder, bōōknee, f  
 Gunpowder, baroot, f  
 To practise, mushck kur,  
 sadh  
 Praise, t'areef, f  
 To pray, dōō'a kur  
 Preacher, wa is  
 Present (adj.), hasir  
 — (a gift), nusur, f  
 Pretty, kōōob-soorut, na-  
 zōōk  
 Price, mol  
 Pride, ghōōroor  
 To prime a gun, ranjuk  
 pila  
 Prince, shahzādā  
 Princess, shahzadee, f,  
 begum, f  
 Prison, kryd-khank  
 Prisoner, krydee  
 Proclamation, munadee, f  
 Profit, fa-idā, sood  
 To promise, buchun de  
 Proof, duleel, f  
 Prophet, pyghumbur, nā-  
 bee  
 Proud, mughroor  
 To pull, khynch, tan  
 To pull off, sōōtar  
 To punish, sura de  
 Pursue, t-hylee, f  
 Purposely, janke, jan-  
 boohke, krusudn  
 To push, dhukka de  
 To put, ukh, dhur  
 To put on, puhin, pen

Q  
 Quadruped, char-payā  
 Quail, buter, f  
 Quarrel, ihugra  
 Quarter (one-fourth), pao,  
 chowt-hasee, f  
 Quay, ghaz

Queen, mālīkh, f, begum,  
 f, rance, f  
 Question, sōōal  
 Quick, juld  
 Quiet, sakin  
 Quite, mōōtiuck  
 R  
 Radish, moolee, f  
 Rag, lutta  
 To rain, burus  
 Rainy season, burst, f  
 To raise, dōō-ha  
 Raisin, kishmish, f, mōō-  
 nuckkā  
 Rascal, huramsādā, t-hug,  
 dughabas  
 Rat, chooha  
 Rattan, bet, f, chhuree, f  
 Raw, kucha  
 Razor, sōōstōōk  
 To read, purh  
 Ready, t'kyar, hasir  
 Real, ualee, sucha  
 Rear, pechha  
 To reap, kas  
 To recollect, yad kur  
 Red, lai  
 Reed, nui, D. toonga  
 To refuse, rudd kur  
 Regulations, chkwā-id,  
 bundobust, f  
 Rein, bag, f, lugam, f  
 Relative (kinsman), rish-  
 ādā: sāga, kcurabutee  
 Religion, deen, mus-hub  
 To remain, rāh; D. uchh  
 To remember, yad-rukht  
 To remind, yad-de  
 To remove, sura, kinare  
 rukh, door-kur  
 Rent (hire), bhara, kirayā  
 — (tear), chak  
 To repent, towbā kur  
 Revenge, intickam  
 Revenue, amdunee, f,  
 muhsool  
 Reward, sōōrut, f  
 Rhenmatism, base, f  
 Rhinoceros, gynda  
 Rib, punjur  
 Kibbon, puttēe, f, feeta  
 Rice (the plant), dhan  
 — (cleared) chawāl  
 — (boiled), bhat, kōōōsh-  
 kā  
 Rich, dowlutmund  
 To ride, suwar ho  
 Ridicule, hunsee, f  
 Right (not wrong), dōō-  
 rōōet  
 — (not left), dahina;  
 D. seedha  
 — (dues), huckck  
 Ring, ungoōt-hee, f  
 Riot, hungamā; D. gur-  
 bur

Ripe, pukha  
 To rise, sōōt-h  
 River, naddee, f, durya  
 Road, rah, f  
 To roast, bhoon, kubab-  
 kur  
 To rob, chōōōra  
 Robber, chor  
 Robbery, choree, f  
 Rock, chutan  
 Rocket (firework), hu-  
 wace, f  
 — (military), ban  
 Roll (muster), lam-nāwae-  
 see, f  
 To roll up, lapet  
 Roof, chhut, f; D. mū-  
 gree, f  
 Room, kot-hree, f, kum-  
 ra  
 Root, jur, f  
 Rope, russa, runsee, f  
 Rose, gōōl  
 To rot, sur, sur ja  
 Rotten, sura, gund ā  
 Rough, khōōrkhhōōra  
 Round, gol  
 To row a boat, dand mar  
 To rub, mul  
 Ruby, l'kī  
 Ruda, be-ā-dub  
 To run, dowr  
 Rupee, roopyā  
 Rust, sung

S  
 Sabre, talwar,  
 Sack, gon, f  
 Sacred, mōōckuddas  
 Saddle, seen  
 Sad, sōōdas  
 Safe salim  
 Sagacity, ārasut, f  
 Sail, badban  
 Sailor, kālāsee  
 Sale, bikao  
 — (by auction), neelam  
 Salt, numuk  
 Saltpetre, shor  
 Salutation, sulam  
 Salvation, najat, f  
 Salve, murham  
 Same, ekhee  
 Sand, baloo, f  
 Sash, putka, jal  
 To save, bucha  
 Saw, ara  
 To say, kāh, bol  
 Scabbard, miyan  
 Scale (balance), tārazoe,  
 f  
 — (of a fish), chhlikā  
 Scar, dakh  
 Scarce, kum, t-hora  
 Scarcity, kumtee,  
 Scarlet, lai, ekirmisee  
 To scatter, p-hyla

Scholar, shagird	Sheet, chuddur, <i>f</i> , dōō-puffa	Snuff-box, nas-dan	Stock (of a gun), kōōdāl
School, muktub	— (of paper), tao, wurch	Snuffers, gōōgeer	Stockings, jōōrabb
Schoolmaster, dōōstad	Shell, seepee, <i>f</i>	To snuff a candle, gōōl kat	Stocks for confining male-factors, kat-h; khora
Science, 'ilm	Shepherd, bherree-hara; D. dhungur	So, kya, yoom	Stone, putt-hur; D. g-huttur
Scissars, krynchee, <i>f</i> , kã-turnee, <i>f</i>	Shield, dhal, <i>f</i>	So much or many, itaa	To stop, ruh
Scorpion, bichchhoo	To shine, chumuk	Soap, saboon	Storm, andhee
To scratch, khōōjla	Ship, jāhas	Society, gōōhbat, <i>f</i>	Story (tale), hikra; kã-nuckl, <i>f</i> , kuhanea
Screen, tuttee, <i>f</i>	Shirt, ckāmee	Soft, nurm	Straight, seedha, burabar
Screw-driver, pech-khol-nee, <i>f</i>	Shoal, chur	Solder, ckilka'ee, <i>f</i>	Straw, pãyal, <i>f</i> ; pural, <i>f</i>
Scull, khopree, <i>f</i>	Shoe, jootee, <i>f</i>	Soldier, alpahee	Stranger, ujnubee
Sea, durra, sunōōndur	To shoot, mar	Sole of the foot, talwa	Strength (force), zor
Seal, mōōhr, <i>f</i>	Shop, dookan, <i>f</i>	Some, kōōchh	— (firmness), maa-bootee, <i>f</i>
Sealing-wax, lakh	Shopkeeper, buniya	Somebody, koe	To strike, mar
To search, dhoondh, tu-lash kur	Shore, kina; <i>f</i> ; D. kuska	Sometimes, kubhee kub-hee	Strong (powerful), ckil-wee; (firm), musboot
Season, fual, <i>f</i> , mowaim	Short, chhota	Somewhere, kuheea	Such, kya
Second, doora	Shot (small), chhurra	Son, be'a, (in law) damad	To suck, choos, D. chōōng
Secondhand, dōōtara	Shoulder, kandha	Sorry, mulool	Sugar, Shukur, <i>f</i> , khaas
Secret, ras	To show, dikha, butla	Srt (kind), ckiam, <i>f</i>	Raw Sugar, gōōr
Sect, akowm, <i>f</i>	To shut, bund-kur	Soul, rooh, <i>f</i> , jee	Sugar-candy, misree, <i>f</i>
Sect, akowm, <i>f</i>	Sick, beemar, be aram	Sound, awas, <i>f</i>	Sugar-cane, gunna
To see, dekh	Sickle, hunsooa	Soup, shorbã, joes	Sulphur, gundhak, <i>f</i>
Seed, beej	Side, janib, <i>f</i> ; D. pukhooa	Sour, khutla	Summer, tabiatam, dhoopkal
Seldom, kum	Side, janib, <i>f</i> ; D. pukhooa	South, dukhun	Sun, aftab
Selfish, khōōd-għuruzee	Sieve, chunnee, <i>f</i> ; D. jhul-nee, <i>f</i>	To sow, bo	Sunshine, dhoop
To sell, bech, bench. (The word 'to' after 'sell' is expressed by 'ke hat-h,' to the hand of; — as 'mere khawind ke hat-h bechoge,' will you send to my master? literally, to my master's hand).	Sight, nuzur, <i>f</i>	Space, 'urã	Suspicion, gōōmaan
To send, bhej	Sign, isharu, <i>f</i>	Spangle, tiklee, <i>f</i>	To sweep, jhar
Sense, 'uckl, <i>f</i>	Silence, chōōp	Spark, chingaree, <i>f</i>	Sweet, meef-ha, <i>f</i>
Sentinel, pãhriya, chow-keedar; D. para	Silk, reshum	To speak, bol	Sweetmeat, mis-haea, <i>f</i>
To separate, jōōda kur	Silk-worm, reahum ka keera	Spear, burchee, <i>f</i>	To swell, p-hool
Seraglio, zunanã, hurum	Silver, roopa	Spectacles, chushmuk	To swim, pyr
Serpent, samp	Sin, gōōnah	To spend, khurch kar	To swing, jhool
Servant, nowkur, khid-mutar, chakur	Since, jub se	Spices, musaluh	Sword, talwar, <i>f</i>
Service, khidmut, <i>f</i> , now-kuree, <i>f</i>	To sing, ga	Spider, mukree	
Several, kãee, kitne ek	To sink, doob ja	To spin, kat	T
To sew, see	Sirup, sheerã	To spit, t-hook	Table, mez, <i>f</i>
Shade, chhaon, <i>f</i>	Sister, bãhin, <i>f</i>	To split, p-har	Tail, dōōm, <i>f</i>
To shake, hila	To sit, byt-h	To spoil, khurabkur	Tailor, durree
To sham, bãhanã kur	Siz, undazã, deel	Spoon, chumchã	To take, le
Shame, shurm, <i>f</i>	Skin, chumra	Spot, chheet, dagh	Take care, khamburur
Shape, acrut, <i>f</i>	Sky, asman; D. gugun	Spring (season), buhar	To talk, bol, bat-kur
Share, bant	Slander, chōōghlee, <i>f</i>	— (of steel), kumane, <i>f</i>	Tail, ooncha
To sharpen, tes kur, dhar de	Slave, bundã, gōōliam	— (of water), chushmã; D. jhura	Tamarind, imlee
To shave, moonad, hãjamut kur	To sleep, so	To sprinkle, chhiruk; D. chhinuk	Tank, talab
She, wōōh; D. o	Sieve, asteen, <i>f</i>	Spur, kanfa	Taste, mizã
Sheath, miyan	Slice, phank, <i>f</i>	Spy, jasooa	To taste, cheeshk; D. chuk
Shed, purchhutee, <i>f</i> ; D. gōōree, <i>f</i>	Sling for throwing, go-phua, <i>f</i>	Squint-eyed, dera	Tea, muhsool
Sheep, bher, bakra, bukræ, <i>f</i> . (The two latter words properly signify a goat, although they are frequently used for a sheep).	Slowly, nujis	Squirrel, gileree, <i>f</i>	Tea, cha, <i>f</i>
	Slow, ahistã	Squirt, pichkaræ	Teapot, cha-dan
	Small, chhota	Stable, istubul	To teach, sikha
	Smallpox, seetula, <i>f</i>	Stair, seerhee, <i>f</i> ; D. alree, <i>f</i>	Tear, ansoo
	To smell, soongh	To stand, khura ho	To tear, p-har
	Smith, lohar	Star, tara, sitarã	Telescope, door-been
	Snoke, dhoos	Starch, kanjee, <i>f</i>	To tell, kuh, khubar
	To smoke a pipe, pee, khynch	To start, chownk	Temper, mizã, tabee'ut
	Smooth, chikna, sab	To stay, ruh: uchh	Temple, (Mahommedan), musjid, <i>f</i>
	Snake, samp; (tube of a hookah) nyhã, pench-wau	To steal, chōōra	— (Hindoo), dewã
	To sneeze, chheenk	Steel, foolad	Temptation, ghwa
	Snipe, isnaaf	Step, ckudum	Tent, dera, tumbæ; (small), bechobã
	Snuff, nas, <i>f</i>	Steward, khansaman	
	— (of a candle), gōōl	Stick, laf-hee, lukree	
		To sting, dunk mar	
		Stink, bud bo, <i>f</i>	
		Stirrup, rikab, <i>f</i>	
		Stock (capital), poonjee	



Tent-pole, chob, t-ham  
Tent-peg, mekâ, f,  
khonta  
Tent-pitcher, khulasec,  
farash  
Than, se  
Thanks, shôkkr  
That (pron.) wôh; (conj.)  
ki  
Their, ôônka  
Then, (adv.) tub; (conj.) to  
There, wâshan  
Therefore, iswaste  
These, ye  
They, we  
Thick, mota  
Thief, chor  
Thigh, ran, f  
Thimble, ungôôhtanâ  
Thin, putla  
Thing, cheez, f  
To think, samush  
Folksy, pyasa  
This, yih  
Thorn, kanta  
Thore, we  
Thou, too  
Thread, soot  
To threaten, dhumka  
Throat, gula  
Thorne, tukh, musnud, f,  
guddee, f  
Through, par  
To throw, dal  
Thumb, ungôô-ha  
To thunder, guru  
Thus, kya, yoom  
Thy, tera  
To tickle, gôôdgôôda  
To tie, ban-h, bund-kur  
Tiger, bagh, sher  
Tight, tung; D. ghut  
Tile, khupra; D. kawee-  
loo  
Till, tuk  
Time, wuckt  
Tin, chikâ'se, f; kut-  
heel  
Tinsel, taah  
Tired, t-huka, mandâ  
Tire, lakkub, khitab  
Tithe-tackle, gup-shup, f  
To, ko  
To toast, senk  
Tobacco, ôômbakoo  
Toody (juice of the palm  
tree), taree, f  
Together, sat-h; D.  
suugat  
Tomb, ekubur, f  
To-morrow, kul; D.  
saban  
Tongue, jeebh, f  
Too, nihayâ, ziyadâ  
bâhôt  
Tools, hut-hiyar  
Tooth, dant

Tooth-brush, miswak, f;  
D. datoon  
Tooth-pick, khilal  
Tooth-powder, munjun  
Top, sir  
Topaz, pôôkhr, j  
Topsy-turvy, ôôlta-pôôlta,  
tul-oopur  
Tortoise, kuchhwa; D.  
tanbel  
To touch, chhoo  
Touchstone, kusowtee, f  
To tow a boat, khynoh,  
tan  
Towards, kee turuf, ke  
pas  
Towel, dustmal  
Tower, bôôrj  
Town, shuhr, nugur,  
puttun  
To transplant, romp  
Trap, kul, f  
Traveller, môôsafr  
Tray, khanchâ  
Treachery, dugha, f, be  
wâface, f  
Treasury, khuzanâ  
Tree, durukh D. jhar  
To tremble, kamp  
Trial, imtihan  
Trick, heelâ  
To trot (a horse), dôôlkee  
chul  
Trouble, dôôkh, tusdee, f  
Trowsers, izar, f, shurâ'ee  
f, shulwar  
True, such  
Trumpet, ckurna, tôôr-  
hce, f, banka  
Trunk (box) sundooek  
— (of a tree) per, f  
— (proboscis) soond, f  
Fruth, such  
To try (endeavour) ckusd  
kur, sâ'ee kur  
— (investigate), tun-  
ckeeh kur  
Tune, rag  
Turban, pugree, f  
Turmeric, huldee f  
To turn, p-hir; (act.) p-hir  
Turnip, shulghum  
To twist, pech kur

U  
Ugly, bud-soorut, bhonda  
Umbrella, chhata, chhu-  
tree, f  
Uncle (paternal), chucha  
— (maternal), mamoo  
Under, ke neeche, kâile  
Unlâs, wugur nâ,  
nuhen to  
Unripe, kucha  
Up, oopur  
Upon, pur  
Upright, khura

Up roar, ghôôl; D. gurbur  
Us (or to us), hum ko;  
from us, hum se  
Useful, kam ka  
Use ess, te-fa-idâ

## V

Vagabond, owbash; D.  
pokree  
Vain (in vain), be-fa-idâ  
(proud), dimaghee  
Vanguard, hârawâl  
Veil, bôôrkâ  
Vein, rug, f  
Velvet, mûkhmul  
Venetian blinds, jhilmil  
Vermil, keere mukere  
Very, bâhôt; nihayut;  
D. lâee  
To vex, suta  
Victory, fut-h, ghulbâ, jy  
ject, f  
Vill-ge, bustee, f, gaon  
Vinegar, sirikâ  
Violence, zor, zuburdus-  
tee, f  
Virgin, cheera-bund, f,  
kuniya, f  
Visit, môôlackat, f, dur-  
sun  
Voice, awaz, f  
To vomit, cky kur; D.  
ôôkhal  
Vulgar, pajee  
Vulture, gidhd; D. run-  
geet

## W

Wager, shurt, f  
Wages, durmaha  
Waist, kumur, f  
To wait, rûkh  
To wake jag; (act.) juga  
To walk, chui  
Wall, deewar, f  
To want, chah, mang.  
war, luraee, f, jung, f  
Warm, gurm  
To wash, dho  
Washerman, dhobee  
Washerman's wife, dho-  
bin, f  
Wasp, birnee, f; D. di-  
kooree, f  
Watch (time-piece) ghur-  
ree, f; D. ghuriyal;  
(space of three hours),  
puhur  
To keep watch, chowkee  
de, puhra kur  
Watchman, chowkeedar,  
pubre-wala  
Water, panee, m  
Water-carrier, bihishtee  
Wave, mowj, f  
Wax, moun  
Way (road), rah, f

Way (manner), ~~Ukâh~~, f  
We, hum  
Weak, zâ'eef, kum, zar  
Weather mowslim, kyyam  
To weave, bôôn  
Wedding, shadee, f, byah  
To weep, ro  
To weigh, tol  
Well (good), uchchha  
bhula, kôoh  
— (of water), kooa  
West, mughril, puchham  
Wet, bheega  
What? kya?  
Wheat, gehoon  
To wheedle, p-hôôala  
Wheel, pâhiya, chak  
When, (relative) jab;  
(inter.) kub?  
Where, (relative) jâhan;  
(inter.) kâhan?  
Whetstone, si'ee, f  
Which? koun?  
White, jubtuk  
Whin, kora, chabôôk  
Whirlwind, bugoola  
To whistle, seeetee-bâja  
White, sufed  
— man, gora  
Who, (rel.) jo; (inter.)  
koun?  
Whole tumam, sub, sara  
Whose? kiska?  
Why? kis-waste? kyoos?  
Wide, chowra  
Widow, rand, f  
Wife, joroo, f  
Wild, junglee  
To win, jeet  
Wind, hâwa, f; D. bara  
Window, khirkee, f  
Wine, shârab, f  
Wing, pur; D. pukhota  
Winter, jara  
To wipe, ponchh  
Wire, tar  
Wisdom, 'ucki, f  
To wish, chah  
With, se; (along with),  
ke sat-h  
Within, ke undur  
Without (outside), bahar;  
D. bhar  
— (wanting), be,  
bâghyr  
To wither, kôômia  
Witness, sh-hid, gâwah  
Wolf, bheriya; D. landa  
Woman, randee, f, 'ow-  
rut, f; D. baekoo, f  
Wonder, tâ 'ujôôb  
Wonderful, 'ujub  
Wood (forest), jungul  
— (timber), lukree, f  
Wool, oon, f; D. room  
Woolen cloth, banat, f  
Word, bat, f, lufs

Work, kam, kar  
Workman, kareegur  
World, dōōnya, f; D.  
mundan  
Worm, keera  
To be worth, ekeemut  
rukh  
Wound, ghao, zuhām  
Wrist, kulace, f; D  
munkuf, f  
To write, likh  
Wrong, ghulut

Y  
Yard (court), ungun  
— (measure), guz  
Year, burus  
Yearly, hur-burus

Yellow, peela, surd  
Yes haan, ho  
Yesterday, kul  
Yet (but) pur, lekin  
— (till now), ubtuk  
Yoke, jooa. D. kandee, f  
You, tōōm  
Young jawan  
Your, tōōnhara  
Youth, jāwane, f  
— (young man), jā-  
wan

Z  
Zeal, showck, gurmee,  
ghyru, f  
Zealous, sur-gurm  
Zephyr, nāseem

Powne teen ghunte,  
Sāva teen ghunte,  
Sarhe teen roopy,  
Derh ghunte,  
Urhaee sow rōōpy,  
Itwar, *Sunday*.  
Peer, *Monday*.  
Nungul, *Tuesday*.  
Bōōdh, *Wednesday*.

a quarter to three o'clock  
a quarter past three.  
three and a half rupees.  
half-past one o'clock.  
two hundred and fifty  
rupees.

# DIVISION OF TIME.

Jōōm'ā-rat, *Thursday*.  
Jōōm'ā, *Friday*.  
Sunecchur, *Saturday*.

The Mahomedan year contains only three hundred and sixty-four days. The following are the names of the Arabian months:—

- |                      |                |
|----------------------|----------------|
| 1. Mōōhurrum.        | 7. Rujub.      |
| 2. Suttur.           | 8. Shā'ban.    |
| 3. Rubee'-ōōl āwāl.  | 9. Ramuzan.    |
| 4. Rubee'-ōōs-sanee. | 10. Shāwwal.   |
| 5. Jumad-ul-āwāl.    | 11. Zee-ckā'ā. |
| 6. Jumad us-sanee.   | 12. Zee-hijjā. |

The Hindoo year corresponds nearly with our own. The following are their months, and the degree in which they correspond with ours:—

Bysakh, beginning from the 9th to the 13th of April,  
and lasting to the 9th or 13th of May.

Jeth,	May—June.
Usā'h,	June—July.
Sawān,	July—August.
Rhodon	August—September.
Kooar, or Asin,	September—October.
Kartik,	October—November.
Ughun,	November—December.
Poor,	December—January.
Magh,	January—February.
P-halgōōn,	February—March.
Chyt,	March—April.

The Mahomedans consider sunset to be the close of the day, and that the next day commences immediately after.

# THE FORMS OF ADDRESS.

'An,' your honour; 'Shih,' sir; 'Huzrut,' your worship; 'Māharaj,' your highness; 'Bundā,' slave; 'Ajiz,' weak person; or 'Flower,' devoted servant.

The most useful Conjunctions and Interjections are, viz:—

Owr, and.	Pur, but.
Ki that, for, &c.	Bhee, also.
Ugur, if.	Shabash, bravo!
Jo, if.	Chhee, fe!
Lekin, but.	Khuburdar, take care!

# CONVERSATIONAL PHRASES.

In Familiar Phrases the Verb almost invariably ends the sentence.

How are you to-day?	aj tōōm kyse ho?
How do you do, sir?	ap ka mizaj kysa hy?
Praise be to God (my health) is very good	ulhumdōō lillah, buhōōt
Health to your honour!	uchchha hy
	huzrut salamut!

# The Cardinal Numbers are—

- |                     |                |
|---------------------|----------------|
| 1 Ek.               | 15 Pundrā.     |
| 2 Do.               | 16 Solā.       |
| 3 Teen.             | 17 Sutrā.      |
| 4 Char.             | 18 Ut-harā.    |
| 5 Panch.            | 19 ōōnees.     |
| 6 Chhā.             | 20 Bees.       |
| 7 Sat.              | 30 Tees.       |
| 8 At-h.             | 40 Cha'ees.    |
| 9 Now.              | 50 Puchas.     |
| 10 Dna.             | 60 Sāt-h.      |
| 11 Igarā, or gyarā. | 70 Suttur.     |
| 12 Barā.            | 80 Ussee.      |
| 13 Terā.            | 90 Nāwwe.      |
| 14 Chowdā.          | 100 Sow or Sy. |

Numbers beyond 20 are commonly reckoned by scores, (koree). Examples—'Ek koree panch,' one score five, or 25; 'teen koree pundrā,' three score fifteen, or 75. Numbers after twenty are also formed by the addition of the unit, having the particle 'pur,' above, prefixed. As—

Bees pur ek, 21	Tees pur ek, 31
Bees pur do, 22	Chalees pur teen, 43, &c.

# The Collective are—

Gunda, a set of 4.	Huzar, 1000.
Gahce, a set of 5.	Lakh, (a 'lac,' a hundred thousand.
Bessee, or Koree, a score.	Kuror, ten millions.
Chaleesa, a set of 40.	
Sow, or Sykra, 100.	

# The Ordinal are—

Puhla, or P-hyla, first.	Chowt-ha, fourth
Doora, second.	Panchwaan, fifth.
Teera, third.	Chhut-ha, sixth.

And so on, by adding (generally) the syllable 'wan' to the ordinal number.

# The Fractionals are—

Pao, or Chowt-haee,	a quarter.
Adha,	a half.
Powne,	minus one-fourth.
Sāwa,	plus one-fourth.
Sarhe,	plus one half.
Derh,	one and a half.
Urhaee,	two and a half.

Peace (or safety)!

I present my respects

I make prayer (for you)

Good-bye (*literally*, may

God be your protector!)

Bring water for drinking

Be careful

What is your command?

Shut the door

Open the door

Light the lamp

Extinguish the candle

Don't forget

Remain silent

There is no end of thy

chattering

Don't make a noise

Come near

Go quickly

No matter

Who is that?

Say that again

Speak easy Hindoostanee

What is this?

Call for the palanquin

Has your master risen?

Go out of the house

Wash your hands

What use is there in that?

Bring a little cold water

There is no oil in the

lamp

Where is his shop?

What sort of animal is

this?

Bring ink, pen, and paper

Who is that European?

Whose horse is that?

Whose house is this?

What is the hour?

This is very good fruit

This is wonderful news

They are great liars

She is very impudent

The sky is very clear

He is a blockhead

Go away—you are dis-

missed

Don't go there again

Who lives there?

Bring some wine and

water

Make the water very cold

Awake me very early

Make a sign for him to

come hither

Have a little patience

I am not at leisure

Sprinkle a little water

This is very good bread

There is a pain in my head

It is late

Brush my hat and coat

Listen

sulam!

bundugsee urs kurta hoon

dōō'a kurta hoon

Kāōōda hafā!

peene ka panee lao

kāuburid ho

hōōkm kya hy?

durwazā bund kuro

durwazā kholo

chiragā julao

buttee bōōghao

bhooliyo mut

chōōp ruho

tere bukne kee intihā

nāheen

ahor mut kuro

nusdeek ao

juldee jao

kōōchh mōōsayuckā nā

heen

wōōh kown hy?

wōōh phir kuhō

sulees Hindoostanee bolo

yih kya hy?

palkee mungao

sahib bōōgha hy?

ghur se niklo

upne hat-h dho-o

bōōsmen kya fa-idā hy?

t-horassā thundā paneelao

chiragā men tel nāheen

bōōskee dookan kuhan hy?

yih kownsa janwār hy?

duwat,akutum,kaghuziao

wōōh Gora kown hy?

wōōh kiska ghora hy?

yih kiska ghur hy?

ghuree kya hy?

yih buhōōt: kōōob mewā

hy

yih ujub kōōbur hy

we burē jhoot he hyn

wōōh buree gōōstākā hy

asman kōōob saf hy

wōōh be-wōōckroof hy

chule jao—rōōkhsut hy

wuhan p-hir mut jao

wuhan kown ruhta hy?

kōōchh shurab panee lao

paneekōōob:t-hunda kuro

humko buree fujur jugao

idnur ane-ka isharā kuro

surra subr kuro

tōōrsut nāheen

f-hora panee chhīrō

yih buhōōt: uchchhee

rotee hy

humare sir men durd hy

der hoore

topee ovr kōōrtēe jharo

sōōno

This is very bad cloth

This cloth is very thick

They are lazy and negli-

gent

Can you speak English?

Take away this bundle

Let it alone

It is just now raining

Why are you laughing

without reason?

She is deaf and dumb

How long is this cloth?

It will be (necessary) for

you to go along with me

Open the lock of that door

What is the total of your

account?

A wasp has stung me

What need of so much

care?

What is the price of these

things?

What is the difference be-

tween these two?

What sort of dispute is

between you two?

There is no lock to this

box

I wish to go out

Have these things come

from Europe?

Where shall we stop to-

night?

Seek for it

Take this couch into the

other room

Which is the best of these

two?

Having lifted these things

out of the palanquin,

bring them

Set up something for pro-

tection from the sun-

shine.

In this house there is a

hall, and three rooms

How many days since did

you receive this intelli-

gence?

Is any thing for eating

and drinking to be got

there?

Is it known to you at all

where they have gone?

Clean these things

Why are you spending

your time in idleness?

Who are you?

What is your name?

What do you want?

yih buhōōt: kōōurab kapā

hy

yih kupra bnra mōōa hy

we sōōat ovr ghāfil hyn

tōōm Ungrezee bol suks

ho?

Is gut-hree ko le-chule

rhume de

ubhee burusta hy

be subub kyoom humat

ho?

wōōh buhree ovr goongw

hy

yihkupra kitna lumbahy?

humare sat-h tōōmhen

jana hoga

bōōs durwaze ka ckōō

kholo

kya jōōmā hy tōōmhare

hisab ke?

humko ek birne ne dūnk-

mara hy

kya hajut itnee kōōbur-

daree ke?

kya ckeemut hy in

cheeron kee?

kya furck hy in donos

men?

tōōm donos men kyee

lursee hy?

is sundooch men ckōō

nāheen hy

myn bahir jaya chahte

hoon

we coezen Wilayat se

seen hyn?

aj kee rat hum kuhse

rubenge?

bōōsko dhoondho

doore kot-hree men is

pnung ko lejao

in donos men kown uch-

chhs hy?

palkee men se ye cheezen

bōōgha lao

kōōchh dhoop ke asre ke

waste khura kuro

is ghur men ek dalan hy,

owr teen kot-hree

kitne din hoo ki tōōmho

yih kōōbur miles?

wuhan kōōchh khase

peene kee cheez miltee

hy?

tōōm ko kōōchh mā'loom

hy hi kuhay gāyēhyn?

ye cheezen saf kuro

tōōm kyoon upna wucht

ghāfust se kat-to be?

tōōm kown ho?

tōōmhara nam kya hy?

tōōm kya chahte ho?

Where is his shop?  
Send them to my house  
Where do you live?  
What is the matter?  
This is a holiday, sir  
What do you say?  
What is your meaning?  
Who is that?  
I don't know, (*literally*,  
to me is not known)  
There are many flies here

Drive away the flies  
What use is therein that?  
Call the tailor  
Mend this sleeve  
Make me a coat

Are you the owner of that house?  
What is the name of this village?  
Do you know this man?

What is the price of this?  
Will you sell it to me  
(*literally*, into my hand)?  
Certainly, sir  
Go and ask how he is to-day  
Has the fever abated or not?  
He is worse to-day  
I am now quite well again

Where did you receive this wound?  
Do you smoke?  
The sunshine has become very oppressive  
Hold up the umbrella  
Send this note to Major Cook's  
At the time of luncheon provide every thing for four or five gentlemen  
Make haste  
Is this horse Arabian, Persian, or English?  
Why does he not come?

That is enough  
It is the same thing  
Go away  
I was not speaking to you  
Come, take off my boots  
Raise the Venetian blinds  
Speak slowly  
Speak distinctly, (separating your words,) then I shall understand  
Tell me when he arrives

ðes kee dookan kuhaw hy?  
ðumko humareghur bhej do  
tòòm kuhaw ruhte ho?  
kya hy?  
sahib! aj purub hy  
tòòm kya kuhte?  
tòòm n'hara irad'ā kya hy?  
wòòh kown hy?  
moòjhe mā'loom nāheen

yuhaw buhòòt mukkhayan hya  
mukkhayan hanko  
ðes men kya fa-idā hy?  
dursee ko bòòlao  
is astern kee murummut kuro  
ek kòòrtee mere waste bunao  
tòòm ðes ghur ke malik ho?  
is bustee ka nam kya hy?  
is admee ko tòòm jante ho?  
is ka mol kya hy?  
humare hat-h bechoge?

ulbutā, sahib  
jao owr poochho ki wòòh aj kya hy  
tup men kòòchh tu'ā'feef hocee hy ki nāheen?  
aj ziyadā beemar hy  
ab mys ne p-hir k'hoob aram paya hy  
yih g'iao tòòm ko kuhaw lugee?  
tòòm hòòckckā peete?  
dhoop buhòòt tez hocee hy  
chhata lugao.  
yih chhifthe Major Cook sahib ke yuhaw bhejo  
tān ke wu'kt, panch char sahib on ke waste saman ty-yar kuro  
juldee kuro  
yih ghora Takee, ya Farsee ya Ungresee hy?  
kia-waste wòòh nāheen ata?  
bus hy  
ekhee hy  
chule jao (or ròòk'asut)  
mysn tòòm senāheen bol-ta t-ha  
ao, mose ðò'taro  
jhillmil ðò'hao  
ruh ruhke bolo  
bol bol jòòda kur bolo to hum sum-jhenge  
jub wòòh puhòònche, tub hum ko āhubar do

The enemy have begun to retreat  
Who told you this?  
How long have you been in that gentleman's service?  
Where is your native country?  
He is a great rogue  
Not to interrupt you, (or pardon the freedom)  
Speak without ceremony  
He speaks fluent'y  
He tells me one story, and you another. Would to God that I could speak to them myself!

Is any one there?  
What o'clock is it?  
Three has struck, sir  
Well, I shall rise  
Bring my clothes  
Where is my shirt, stockings, shoes, coat, neck-cloth, buttons, breast-plin, waistcoat, trousers?

Bring water to wash my hands and face  
Give me the tooth-brush and tooth-powder  
Bring soap and a towel  
Pour water over my whole body  
Bring the dressing-box  
This razor is very blunt

Bring the strap  
Give me my slippers  
Tie this  
Loosen that  
They are too heavy  
Brush my hat  
Where is the comb?  
Give these clothes to the washerman  
Has the tailor brought my new clothes?  
Clean these boots

See that there is no reptile in them  
Give me my boots and spurs

ON RIDING OUR.

Is the horse ready?  
Yes, sir  
Put the saddle on well  
Take up the stirrup one hole  
Let the stirrup down two holes

dòòshmun kutne luge  
kis-ne yih bat tòòm se kuhee?  
kub se ðes sahib ke yuhaw nowkur ruhe ho?  
tòòm'hara wutun kuhaw hy?  
wòòh subh'it budzat hy  
gòòstakhee mòò'af  
be tukul'kòòf bolo  
wòòh sulasut se bolta hy  
wòòh mòòjh-se ek bat kuhta hy, owr tòòm kòòchh owr hee kuhte ho.  
Kash ki mys ap ðòn se bol sukta!

ON RIDING.

koes hy?  
kitne ghunthe buje?  
teen buja, sahib  
bhula, mys tòòhoonga mere kupre lao  
meree ekumees, mose, jootee, kòòrta, gòòloobund, ghòòndee, seenābund, kumree ungurkha, isar kuhaw hy?  
hat-h mòògh dhome ka panee lao  
miswak owr munjun do  
saboon owr roomal lao  
meree tumam budun par panee dalo  
mòòckabā lao  
yihòòstòòrā buhòòt kòònd hy  
chumotee lao  
papoosh do  
ise bandho  
ðòse kholo  
we buhòòt bhare hys  
moree topee ko j'haro  
kuguhēe kuhaw hy?  
ye kupree dhobee ko do,

dursee mere nāye kupre laya hy?  
in (chumre ke) mosee ke saf kuro  
ðekho ki ðòn men koes keera mukora nuho  
mose kanton sumet hum ko do

ON RIDING OUR.

ghora ty-yar hy?  
haa, sahib  
uchhehe-turah zeem bandho  
rikab ko ek kursee ke chhed bhuur kum kure  
rikab do kursee ke chhed bhuur lumbee kure

Tighten the girth  
Give me the whip  
Keep out of the way;  
perhaps he may kick  
Hold the bridle till I be  
fairly mounted

Groom! come hither  
Hold the horse  
He does not go easy  
Put all his furniture to  
rights

Why does the horse  
stumble so?

Examine his hoofs  
Perhaps there may be a  
stone in them

Walk him about  
You are not to give the  
horse water just now,

while he is so warm  
Take the horse into the  
stable

Get the carriage ready  
Drive quickly

Go straight forwards  
Turn to the right

Turn to the left  
Go a little slower

Stop, stop!  
Whose house is that?

Speak loud  
I shall call at this gentle-  
man's house

Ask if the gentleman  
(lady) is at home or  
not

Give my compliments to  
your master

I shall now go home  
We are hungry and  
thirsty

Has Captain Orr re-  
turned from parade?

No, sir  
When he comes, then  
bring breakfast

Has Captain Orr re-  
turned from parade?

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

No, sir  
When he comes, then  
bring breakfast

tang khyncho  
chabōōk do  
ruste se kinare ho:  
shaynd wōōh lat mare  
lagam t-hambo jub tuk  
mya uchehee-turuh  
suwar nā ho-on

sā es! idhur ao  
ghora pukro  
wōōh suhuichuitanāhees  
sub saz dōs ka t-heek  
kuro

ghora kyoōn āyaa t-ho-  
kur khata hy?

dōs ke sōōm dekho  
shayud dōn men koeē  
putt-hur ho

dōse tuhiao  
ub ghore ko pannee nā  
dena, jub tuk ki āyaa  
gurm ruhe

ghore ko istubul men  
lejao

garce ty-yar kuro  
juldee hanko

seedha age chule-jao  
dahne p-hiro

baen p-hiro  
zurā abiste chulo

ruho, ruho!  
wōōh kis ka ghur hy?

pōōkarke bolo  
mya is sahib ke yuhan

jaonga  
poochoo kisahib (beebē)  
ghur men hyn ki na-  
heen

tōōm upne sahib se mera  
sulam kuhna

ubhee ghur ko jaonga  
hum bhookhe pyaas  
hyn

Kuptan Orr sahib chā-  
wa'id se p-hir aya?

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

nāheen, sahib  
jub wōōh awe, tub hazi-  
ree lao

#### ON PARADE.

Order arms  
Fix bayonets  
Shoulder arms

Charge bayonets  
Present arms  
Make ready  
Half-cock firelocks  
Present  
Fire

Handle cartridge  
Open pans  
Prime  
Load  
Draw ramrod  
Ram down cartridge  
Return ramrod

bundoocho dōtaro  
sungēen churhao  
bundooch kandhe pur  
rukho  
sungēen ka hat-h  
sulamees ka hat-h  
ghora dopae purchorhao  
ek pae pur ghora rukho  
ahust-lo  
chhoro (or dagho, or  
maro)

tante pur hat-h rukho  
piyaik kholo  
runjuk pilao  
sonfa bhuro  
guz nikalo  
sonfa guz se maro  
guz p-hir do

Recover arms  
Eyes right  
Eyes left  
Dress  
Right face  
Left face  
Right about face

Left about face

Rear ranks take open  
order

Rear ranks take close  
order

Ground arms  
Stand at ease

Quick march  
To the right wheel

On your left backwards  
wheel

To the right oblique

Wheel on the centre

March in file  
Advance

Tell off the company into  
three sections

The company will wheel  
in echelon of sections

Step out  
Change the step

Mark time

The company will step  
back six paces

Halt

At what time will the  
battalion march to-  
morrow morning?

The words of command are, viz.:-

As you were  
Attention  
Bayonet  
Change step  
Charge bayonet  
Cou-t-martial  
Grenadier  
Ground firelock  
Order arms  
Present arms  
Recover arms  
Shoulder arms  
Stand at ease  
Who comes there?  
A friend

kan se maro  
dahne nuzar  
baen nuzar  
burahur ho-jao  
dahne p-hiro  
baen p-hiro  
dahne se adha chukkur  
p-hiro  
baen se adha bhukkur  
p-hiro  
pichharee kholo  
pichharee milo

bundooch sōō'ao  
hat-h milao (or hat-h  
maro.)  
juldee kudum dōs hao  
dahnekhoomsursamhat  
se chukkur khao  
baen khoont pur pōochha  
se chukkur maro  
dahne tirschha kudum  
chulo  
beech ke khoont pur  
chukkur maro  
ekutar chulo  
age burho  
kumpunee teenfoleekur

pulstan tirschhee tolee ke  
jaegee  
lumba kudum rukho  
kudum budlio  
upne juguh khure ho  
kudum dōs hao  
kumpunee chhā kudum  
peechee hutoga  
khure ruho  
fujar kis-wuekt pulstan  
kooch kuregee?

#### AT THE BREAKFAST TABLE.

Bring breakfast  
Bring warm water  
Is the water boiling?  
Make tea  
Where is the tea?

hasree lao  
gurm panee lao  
panee khowita hy?  
cha bunao  
cha kuhna hy?

Give me a cup of coffee  
 Where is the sugar?  
 Give me a clean cup and saucer  
 Boil some eggs  
 Don't let them become hard  
 Place the coffee-pot on that side  
 Place the teapot here  
 Come hither  
 Bring the cold meat in the twinkling of an eye  
 Give me a knife  
 Bring a fork  
 This butter is excessively bad  
 Continue moving the punkha  
 These eggs are not fresh  
 Bring a spoon  
 Give me a knife  
 Is that milk or cream?  
 Bring the newspapers  
 Toast some bread  
 Tell your master that breakfast is ready  
 Give that gentleman a chair  
 Hand bread to that gentleman  
 Give me the butter  
 Has the moonshee come?  
 Yes, sir  
 Very well  
 Take away all the things

## STUDYING WITH A MOONSHEE OR NATIVE TUTOR.

Mr. Moonashee, how are you to-day?  
 Is there any news to-day?  
 Do not use such hard words  
 What is the meaning of this word?  
 Put it in a common sentence or two; then I shall discover its meaning from the context  
 Explain by signs, if you cannot by words  
 How do you pronounce this word?  
 Is this right?  
 That is wrong  
 I understand your meaning from the context  
 But the phraseology is not correct  
 You should say thus  
 If you will speak slow, then I may understand you

ek piyalā kuhwā humko do  
 misree kuanh hy?  
 ek saf piyalā ower t halee humko do  
 kōōchh unde dōbalo  
 dōnhen sukāt hone nā do  
 kuhwā-dan dōs turuf rukho  
 cha-dan yuhan rukho idhur ao  
 t-hunda gosht, pul marte, lao  
 ek chhōdree do  
 ek kanta lao  
 yih mukkhun nihayut dōurab hy  
 punkha hilate ruho  
 ye unde taze nuheen  
 ek chumchā lao  
 ek chhōdree do  
 wōōh dooh hy, ya mualae?  
 ukābar ke kaghāz lao  
 kōōchh rofee senko  
 sahib se kuho ki haziiree ty-yar hy  
 dōs sahib ko ek kōōrsee do  
 rofee dōs sahib ko do  
 mukkhun do (muska)  
 mōōnshee sahib aya hy?  
 han sahib  
 buhōōt uchchha  
 sub cheezen le-jao

You speak very fast  
 If you speak so fast, then I cannot understand you  
 Do I read well now?

Read you this sentence—then I shall hear  
 Which is the best time for study?  
 What are the best books?

Have you any Hindoostanee ink, paper, and pens?

This ink is too thick

Now it is too thin  
 Put some cotton in the inkstand  
 Make me a good pen

How do you form this letter?  
 How do you join these two letters?  
 The point of the pen is too broad, small, hard, soft

Is this good writing?  
 Where are the ruler and penknife?  
 This paper is very rough

Where is the polishing-shell?  
 He writes very badly

Nobody can read his hand

I have heard that you are well skilled in the Hindoostanee tongue  
 Do you think it a difficult language?

Be it difficult or not, by making labour you will always arrive at your object  
 But first, inclination is necessary

Yesterday I was very idle, and have not learned the lesson  
 Do not speak English to me until I tell you that there is a difficulty to me in the Hindoostanee

If I had all along spoken the language of this country since I came, I should have been able to speak it now with great ease

tōōm buhōōt juldee bolte jo tōōm itna juld bolte, to myn tōōmharee bat sumujh nuheen sukta myn ub uchchha purhta hoon?

yih jōōmlā tōōm purhto, to myn sōōnoca mōōtalā kurne ko kowna wucht uchchha hy?  
 kown kown kitaben uchchhee hy?  
 tōōmhare pas kōōchh Hindoostanee siyahee kaghāz, owr kulum hy?

yih siyahee buhōōt garhee hy  
 ubhee buhōōt putlee hy  
 duwat men kōōchh rofee dalo  
 ek uchchha kulum mōōjhe turash-do  
 is hurf ko kyoonkur banate ho?

in do hurfon ko kyoonkur jorte ho?  
 kulum kee nok nihayut chowree chhotee, sukāt nurn hy

yih uchchha khatt hy?  
 mistur owr kulum turash kuanā hy?  
 yih kaghāz buhōōt bē mōōhre hy  
 mōōhrā kuanh hy?

wōōh buhōōt kharab likhta hy  
 dōōka khatt koe purht nuheen sukta  
 myn ne sōōna hy ki tōōm Hindoostanee zuban se khaob mahir ho

tōōm is zuban ko mōōshkil nuheen sumujhte?  
 mōōshkil ho ya nuho, mihnut kurne se tōōm humeshā upne mutiub ko puhōōchoge  
 lekin puhle, showek chahiye

kul myn buhōōt mujhool hooa tha, owr subuck nuheen seekha  
 mōōjh-se Ungreze mut bolo jub uluk myn nā kuhoon ki Hindee men mōōjhe dickhat hotee hy

myn jub se aya hoon, but se ugur humeshā is mōōlik kee zuban ko bolta, to ub myn buhōōt suhuj se bolta

Without practice you will not be able to speak with fluency  
 Tell the steward to prepare the account for the last month  
 How much is the monthly pay of the servants in arrears?  
 Let not their pay ever remain in arrears more than one month  
 How much is the expense of the household?  
 Tell me at once the sum total  
 This is far too much, it never was so much before  
 What is the reason of this?  
 Mention each item separately  
 Well, you may now go  
 How much is this cloth per yard?  
 Send for a rupee's worth of fruit  
 How many mangoes for a rupee?  
 What is the price of that horse?  
 This is more than he is worth  
 What is the lowest price?  
 This is a great deal too much  
 I cannot give so much  
 I will give you just half that  
 I want a half-ser of the small fish, and a ser of the large.

mushak keswa tōom tur-  
 rae se bol nuheen su-  
 koge  
 āansaman se kuho ki  
 picchle muheene ka  
 hisab ty-yar kure  
 nowkuron ka durmaha  
 kitna backee hy?

ōn kee tulub kubhee ek  
 muheene se ziyādā  
 backee na ruhe  
 ghur ka āāurch kitna hy?

mōgh-se ekbargee jōm-  
 lā kuho  
 yih buhōōt ziyādā hy, age  
 kubhee itna nā tha

is ka sukub kya?

hur hur ruckum jōōda  
 jōōda bāyan kuro  
 āāyr, ub jā'iye  
 yih kupra fee gus kitna?

ek rōōpy ka mewā mun-  
 gao  
 rōōpy ke kitne am?

ōōs ghore ka mol kya hy?

yih ōōskee ckeemut se  
 ziyādā hy  
 nihayut nām mol kya hy?  
 yih buhōōt ziyādā hy

myn itna de nuheensukta  
 myn tōōmhen sirf iska  
 adha doonga  
 myn adh-ser chhotee  
 muchhee chahta hoon,  
 ovr ser bhur buree  
 muchhee.

#### AT DINNER.

Is dinner on the table?  
 Put the soup near me  
 A clean plate, knife, fork,  
 spoon, salt, mustard,  
 vinegar, pepper

khana mez pur aya?  
 shorba mere pas rukho  
 ek saf rikabee, chhōōree,  
 kanta, chumchā, nu-  
 muk, rae, sirkā, mir-  
 ch

A hot water plate  
 Some bread, potatoes,  
 greens, cabbage, tur-  
 nips, carrots, cucum-  
 bers

What do you call that vegetable?

I want beef (*literally*,  
 cow's flesh)

Bring mutton, pork, veal,  
 venison

Give me fish, fowl, wild-  
 fowl, hare, partridge,  
 duck, turkey, ham

Give me some curry  
 Bring the rice

Bring some wine and wa-  
 ter

Is there any mango fish?  
 Bring me some mango  
 fish

Are the beefsteaks ready?

Make a devil of the kidney  
 Bring me some pilau

This meat is overdone  
 Tell the cook to beware of  
 this circumstance in fu-  
 ture

What fruits are in season  
 (ripe) just now?

Bring me a custard-apple,  
 plantain, pine-apple, &c.

gurm panee ka basun  
 kōōchh rottee, aloo, sag,  
 kurnkulla, thungum,  
 gajur, kheere

ōōs turk areeko kya  
 kuhte ho?

gae ka goahi chahta hoon

bher ka goast, soo-ur ka  
 goast, buchhree kagoast,  
 hirun ka goast lao

muchhlee, mōōghā, ju-  
 gulee mōōghā khurgosh,  
 teetur, mōōghabee, feel-  
 mōōghā, ian, hum ko de

thora sa salun do  
 āāōōhā lāo

kōōchh āharab panee lao

koee tupssee muchhlee hy?  
 thoree-see tupsseemuchh-  
 lee mere waste lao

gae ka goast kee plankon  
 ty-yar hyn?

gōōrde kee gusok buma  
 thora-sa pōōlao lao

yih goast ziyādā puka hy  
 bawurchee se kubo ki age  
 is bat se hoshyar ruber

kown kown p-hul is wucht  
 pukke hyn?

ek shureef kela, ummaas  
 wāghyā lāo

#### RETIRING TO REST.

Is my bed ready?

Brush the mosquito cur-  
 tains well, that no mos-  
 quito may remain  
 I am unwell, do not awake  
 me early

Wake me every early in the  
 morning

Send the dog-keeper to  
 me at daybreak

I intend to hunt the  
 jackal

mera bichhowna ty-yer  
 hy?

musuhree āāoob jharo, jo  
 muchchhur nā rube

myn beemar hoon, mōōjha  
 sāwere mat jugao

hum ko buree fujr jagao

kōōtte-wale ko noor ka  
 turke mere pas bhoje

mere itrah geedar ka  
 shikar ka hy

# MADRAS RAILWAY.

285

(H. A. Fletcher, Esq., Manager, Madras)

Passengers, to insure being booked, should be at the Station where they intend to join a train, at least ten minutes before the time stated in the table (which is local mean time.)

Distance from Madras.	WEST. From Madras.	WEEK DAYS.			SUNDAYS.	FARES FROM MADRAS.															
		1 2 3 class.				Passengers.									Horses, If one property.			Carriages.			Palanquins.
						1st class.			2nd class.			3rd class.			One Horse.	Two Horses.	Three Horses.	Four Wheel.	Two Wheel.		
		Miles.	A.M.	A.M.	P.M.	A.M.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.
—	Madras..... dep	6 15	11 30	3 30	6 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34	Perambore.....	6 28	11 41	3 41	6 28	..	4	..	2	..	8	..	2	..	..	..	..	..	..	..	..
13	Avady.....	6 53	12 12	4 12	6 54	..	13	..	6	6	..	3	2	..	..	..	..	..	..	..	..
18	Tinnalore.....	..	12 23	4 28	7 10	1	2	..	9	..	3	2	..	..	..	..	..	..	..	..	..
26	Trivellore.....	7 31	12 54	4 54	7 34	1	10	..	13	..	4	4	..	..	..	..	..	..	..	..	..
29	Cudumbathoor.....	..	1 6	5 6	7 45	1	14	..	15	..	5	..	..	..	..	..	..	..	..	..	..
36	Chinnampet.....	8 0	1 27	5 27	8 5	2	4	..	1	7	..	7	8	..	..	..	..	..	..	..	..
45	Companypet.....	..	2 7	6 0	8 47	2	14	..	1	7	..	7	8	..	..	..	..	..	..	..	..
56	Sholinghur.....	..	2 32	6 44	9 21	3	8	..	1	12	..	9	4	..	..	..	..	..	..	..	..
65	Arcoot.....	9 42	3 1	7 13	9 52	4	1	..	2	0	6	10	10	6	1	9	2	12	3	10	4
73	Theruvellum.....	..	3 27	7 39	10 17	4	9	..	2	4	6	12	12	2	..	..	..	..	..	..	..
80	Vellore.....	10 29	3 53	8 7	10 41	5	1	..	2	4	6	13	6	7	9	1	15	2	12	10	7
95	Gooriatnam.....	11 7	5 2	..	11 19	6	..	..	..	..	..	..	..	9	13	8	15	3	15	10	9
112	Amboor.....	11 52	5 58	..	12 4	7	1	0	..	..	..	2	10	10	15	14	21	3	17	10	10
122	Vaniambaddy.....	12 23	6 32	..	12 35	7	11	0	5	13	6	1	1	6	11	17	23	4	19	11	11
136	Triptatoor..... arr	1 11	1 19	..	1 23	8	9	0	4	4	6	1	6	10	12	13	19	4	25	11	12

Distance from Triptatoor.	EAST.  from Triptatoor.	WEEK DAYS.				SUNDAYS.	FARES FROM TRIPATTOOR.															
		1 2 3 class.					Passengers.									Horses, If one Property.			Carriages.			Palanquins.
							1st class.			2nd class.			3rd class.			One Horse.	Two Horses.	Three Horses.	Four Wheels.	Two Wheel or Palki.		
		A.M.	A.M.	P.M.	P.M.		R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.	R.A.	P.
Mls	Triptatoor.....dep	..	5 43	1 23	1 23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
14	Vaniambaddy.....	..	6 29	2 6	2 5	0 14	0	7	..	2	4	3	0	3	0	5	0	0	0	0	0	
24	Armoor.....	..	7 4	2 36	2 36	1 8	0	12	..	4	4	3	0	3	0	6	0	0	0	0	0	
41	Gooriatium.....	..	8 0	3 27	3 27	2 9	0	14	6	6	10	3	13	5	10	7	11	6	0	0	0	
56	Vellore.....	5 40	8 51	4 13	4 13	3 9	0	12	6	9	6	5	5	8	0	10	11	8	4	4	4	
63	Theravellum.....	6 7	9 17	..	4 48	4 0	0	2	0	..	10	8	..	..	..	..	..	..	..	..	..	
71	Arcoot.....	6 32	9 42	5 10	5 12	4 8	0	2	4	0	12	0	6	12	10	2	13	8	11	4	4	
80	Sholinghur.....	7 4	10 23	..	5 43	5 1	0	2	8	6	13	6	..	..	..	..	..	..	..	..	..	
91	Companypet.....	7 38	10 59	6 10	6 16	5 11	0	2	13	6	15	2	..	..	..	..	..	..	..	..	..	
100	Chinnampet.....	8 10	11 31	6 38	6 45	6 5	0	3	2	6	1	10	..	..	..	..	..	..	..	..	..	
107	Cudumbathoor.....	8 43	11 52	..	7 7	6 12	0	3	6	0	1	2	0	..	..	..	..	..	..	..	..	
110	Trivellore.....	8 56	12 4	7 10	7 19	6 15	..	3	7	6	1	2	6	..	..	..	..	..	..	..	..	
118	Tinnanore.....	9 23	12 31	..	7 46	7 7	..	3	11	6	1	3	10	..	..	..	..	..	..	..	..	
123	Avady.....	9 40	12 58	7 50	8 2	7 12	..	3	14	0	1	4	8	..	..	..	..	..	..	..	..	
132	Perambore.....	10 12	1 30	8 19	8 31	8 6	..	4	3	0	1	6	4	..	..	..	..	..	..	..	..	
136	Madras.....arr	10 24	1 42	8 31	8 43	8 9	4	4	6	1	6	10	12	13	19	4	25	11	12	12	12	

LUGGAGE—None allowed free except a small carpet bag or parcel under 11 lbs. weight. Rate for extra luggage, 2 pie per maund (82½ lbs. avoirdupois) per mile. † Cloak Rooms.

## RATES FOR PARCELS.

Distance	7lbs. and under.	14lbs. and under.	28lbs. and under.	42lbs. and under.	56lbs. and under.	84lbs. and under.	112lbs. and under.	140lbs. and under.	Every 21lbs. or fractional part above.
15	A. P. 2 0	A. P. 4 0	A. P. 4 6	A. P. 5 0	A. P. 5 6	R. A. P. 0 6 6	R. A. P. 0 7 6	R. A. P. 0 9 6	A. P. 0 10
25	2 0	4 6	5 0	6 0	7 0	0 8 6	0 10 0	0 12 6	1 0
50	2 0	5 0	6 0	7 6	9 0	0 11 0	0 13 0	1 0 0	1 6
75	2 0	6 0	7 0	9 0	11 0	0 14 0	1 0 0	1 3 6	1 9
100	2 0	7 0	8 6	10 0	13 0	1 0 0	1 3 0	1 7 0	2 0
150	2 0	A. P. 9 0	R. A. P. 0 13 6	R. A. P. 1 4 0	1 10 0	2 3			

Parcels must be delivered at the stations 30 minutes before the departure of the trains.



# **MILITARY AND CIVILIAN GENTLEMEN, PROCEEDING TO INDIA.**

**EASY BOOTS AND SHOES, SUITED FOR THE CLIMATE.**

## **J. CHAPPELL, BOOT MAKER, AND PROFESSOR OF FITTING,**

**388, STRAND,**

Respectfully invites the attention of Gentlemen about to leave for, or returning from, India to his method of measuring the Feet, by which accurate proportions are correctly obtained and registered, and

**A Perfect Fit Guaranteed, at First Trial,**

**UNPRECEDENTED FOR COMFORT.**

Those parties on whom other Boot Makers have unsuccessfully practised are specially solicited.

A large supply of the above Goods, to meet the requirements of the Indian and Colonial Travellers, always ready. Great Care in Packing and Shipping.

**ESTABLISHED 1825.**

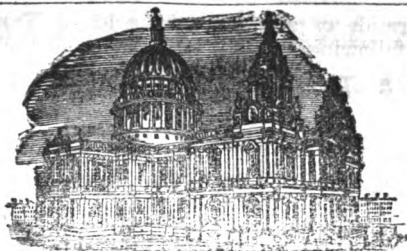
**LADIES, FAMILIES, & CHILDREN'S BOOTS & SHOES.**

**A LARGE SHOW ROOM**

Has been added exclusively for this branch of the Business, furnished with **FIRST CLASS GOODS**, and where an extensive Stock is kept ready for the convenience of immediate wants, suitable for all Tropical and other Climates.

**388, STRAND,  
(CORNER OF SOUTHAMPTON STREET).**

COUGHS,  
ASTHMA,  
AND  
INCIPIENT



CONSUMPTION  
ARE  
EFFECTUALLY  
CURED BY

## KEATING'S COUGH LOZENGES;

A safe and certain remedy for Coughs, Colds, Hoarseness, and other Affections of the Throat and Chest. In INCIPIENT CONSUMPTION, ASTHMA, and WINTER COUGH they are unfailing. Being free from every hurtful ingredient, they may be taken by the *most delicate female or the youngest child*; while the PUBLIC SPEAKER and PROFESSIONAL SINGER will find them invaluable in allaying the hoarseness and irritation incidental to vocal exertion, and also a powerful auxiliary in the production of MELODIOUS ENUNCIATION.

**Important Testimonial to the Efficacy of Keating's Cough Lozenges in relieving Pulmonary Affections.**

SIR,—The very excellent properties of your Lozenges induce me to trouble you with another testimonial on their behalf. All I can say is, that I have been more or less Consumptive for upwards of three years, and have tried a great number of Lozenges to abate the Cough, but from none have I found such relief as from yours—even one of them will check the most violent attack. They are invaluable, and I strongly recommend them to persons suffering from a cough or cold on the chest. Pray make any use of this you please if worth your while.

DAWLISH, Jan. 14, 1853.

To Mr. KEATING.

I am, Sir, your obedient servant,

ABRAHAM TURNER.

Prepared and Sold in Boxes, 1s. 1½d., and Tins 2s. 9d., 4s. 6d., and 10s. 6d. each, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London, and retail by all Druggists and Patent Medicine Vendors in the World.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

### CHILDREN'S WORM TABLETS (KEATING'S.)

The recent discovery of an unfailing remedy for Worm Disorders in Children and Adults has now been concentrated in the form of a purely Vegetable Sweetmeat.

The Tablet is eagerly taken by Children, and one to three, given twice or thrice a week, will effect a safe and certain cure.

Prepared and sold in Tins, 1s. 1½d. and 2s. 9d. each, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London, E.C., and Retail by all Druggists and Patent Medicine Vendors in the World.

OBSERVE—The words "KEATING'S WORM TABLET" are engraven on the Government Stamp of each Tin, without which none are genuine.

### KEATING'S PERSIAN INSECT DESTROYING POWDER.

This Powder is quite harmless to *animal life*, but is unrivalled in destroying Fleas, Bugs, Emets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of Insects in all stages of metamorphosis.

SPORTSMEN will find this an invaluable remedy for destroying FLEAS IN THEIR DOGS, as also Ladies for their pet Dogs, and sprinkled about the nests of Poultry, it will be found extremely efficacious in exterminating those insects with which they are usually infested. It is perfectly harmless in its nature, and may be applied without any apprehension, AS IT HAS NO QUALITIES DELETERIOUS TO ANIMAL LIFE.

In Packets, post free, for 1s. or treble size for 3s. postage stamps, by THOMAS KEATING Chemist, 79, St. Paul's Churchyard, London. E.C.

[1-Lo

To those who reside or are about to reside in Tropical Climates, the following Preparations are indispensable.

## SARSAPARILLA.

BRIDGE'S

ESSENCE OR FLUID EXTRACT OF

RED JAMAICA

SARSAPARILLA,

IN PINTS, HALF-PINTS, AND  
QUARTER-PINTS.

A Pint Bottle is equal to  
Three Gallons of the ordinary  
preparations.



"A superior preparation, that may  
always be relied on."—SIR ASTLEY  
COOPER.

"We are in every respect satisfied  
with it."—LANCET.

"I recommend Bridge's Sarsaparilla."  
—DR. JAMES JOHNSON.

"Latterly, in consequence of much  
debility subsequent to Cholera, I have  
freely used your preparation myself,  
with complete benefit and success."—J.  
POETT, M.R.C.S.

### IMPORTANT CAUTION.

The Public are cautioned against cheap preparations of Sarsaparilla, which, instead of being what they profess, are nothing more than a decoction of common herbs, sweetened with Molasses, and flavoured with American Winter Green. The genuine has "THOMAS WILKINSON (late BRIDGE & Co.), 270, Regent Street, London," engraved on each bottle.

### QUINTESSANCE OF JAMAICA GINGER AND CAMOMILE.

Ginger has long been deservedly known as an excellent domestic medicine, and combined with camomile, it is the most efficient stomachic tonic known, for while the ginger relieves the stomach from distension and flatulency, arising from impaired digestion, the camomile strengthens the coats of the stomach, and by that means gives it a healthy and invigorating tone. So HIGHLY CONCENTRATED IS THIS PREPARATION, IT IS UNIMPAIRED BY AGE OR CLIMATE, AND WELL ADAPTED FOR EXPORTATION.

NO FAMILY SHOULD BE WITHOUT IT.

### AGREEABLE SEIDLITZ POWDER.

In One Bottle, protected by a Case, with Measure and Spoon included.

The advantage this Preparation possesses over ordinary Compounds is the perfect combination of the solid ingredients of the Sedlitz Spring in ONE COMPOUND POWDER. It is very agreeable to the palate, and, by a chemical process, more active than those prepared in the usual way (mixing two powders together), and saves much trouble. It is well adapted for EXPORTATION, or TRAVELLERS by LAND or SEA, being unimpaired by AGE or CLIMATE. It is an agreeable effervescing draught to allay Fever and Thirst.

### AROMATIC TINCTURE OF QUINOIDINE.

For the prevention of Fever, Intermitting or Remittent, Ague, and other effects of Malaria. No person exposed to the influence or predisposing cause of Fevers should be without it, for if taken in small doses daily, the system will become so thoroughly impregnated with its principles, as to be rendered proof against all attacks of Contagion or Malaria.

THE ABOVE PREPARATIONS ARE MANUFACTURED ONLY BY

**THOMAS WILKINSON (late Wilkinson, Bridge and Co.)**

**CHEMISTS, &c.,  
270, REGENT STREET, LONDON, W.**

AGENTS IN INDIA.—Bathgate & Co. and F. W. Browne & Co., Old Court House Street, Calcutta; Treacher & Co., Bombay, Poona, and Kurrachee; Rogers & Co., Bombay; Oakes & Co., Exchange Hall, Madras; Clarke, Romer & Co., Medical Hall; Parker, Apothecaries' Hall, Colombo; F. Trowell & Co., Apothecaries' Hall, and D'Estere, Medical Hall, Kandy; C. L. Piers, Point de Galle, Ceylon; Little, Singapore Dispensary. [14-Lc.]

# CHOLERA, DYSENTERY, DIARRHŒA, AGUE, FEVER, COUP DE SOLEIL, &c.

Are immediately and effectually arrested by the employment of the new remedy,

## CHLORODYNE,



Discovered by Dr. COLLIS BROWNE, M.R.C.S.L. (Ex Army Medical Staff.) The successful administration of this remedy in FEBRILE, INFLAMMATORY, or NERVOUS affections is unparalleled in the practice of Medicine, and Medical Reports enunciating its extraordinary results are explicit and decisive of its invaluable utility. For TRAVELLERS, SOLDIERS, and FAMILIES it is of inestimable value, as the most alarming sickness can be subdued by its aid alone, and being in a condensed form it can be always carried on the person ready for instant use.

### EXTRACT OF MEDICAL REPORTS.

Dr. ANDREW SMITH, Director General Army Medical Department.—“I have seen it used and apparently with much advantage.”

Dr. VERNALIUS PRITIGREW of St. George's Hospital.—“I have never met with any medicine so efficacious as a Sedative and Antispasmodic. I have used it in Diarrhoea, and am perfectly satisfied with the result.”

Dr. SHORTHOUSE, LL.D.—“It is superior to any other remedy I am acquainted with.”

Dr. SANDIFORD, of Cork.—“The most efficacious remedy I have ever used.”

GENERAL BOARD OF HEALTH, as to its efficacy in CHOLERA:—  
“1st Stage—It acts as a charm, one dose enough.”

“2nd Stage—Two or three doses generally sufficient.”

“3rd Stage or Collapse—In all cases restoring the pulse.” “We cannot too forcibly urge the adoption of it in all cases.”

**J. T. DAVENPORT, Sole Manufacturer,**  
**33, GREAT RUSSELL STREET, BLOOMSBURY SQUARE, LONDON.**

Agents for Bombay and Calcutta, Scott, Thompson.

Price 2s. 9d., 4s. 6d. The genuine bears the Signature of Dr. S. COLLIS BROWNE in Red Ink on the Label.  
[59-Lo.]

## HOLLOWAY'S PILLS AND OINTMENT. CURES IN CALCUTTA.

*Copy of a letter received from Bisumbrée Law, formerly lead clerk in the Calcutta Police, dated March 14, 1839.*

“SIR,—Having suffered with Gout and Rheumatic pains in both legs for several years, and tried almost everything recommended me, without deriving the slightest relief, I then had recourse to your Pills and Ointment, and am happy, and truly thankful, to tell you, that in a short time I was cured.”

The Pills will cure any case of Liver or Stomach Complaint in India, will also impart strength and energy to persons of weak and debilitated constitutions, when all other remedies fail. The Ointment is a certain cure for old sores, wounds, and ulcers, likewise skin diseases and bite of mosquitoes. [79-Lo.]

# PRICHARD'S AROMATIC STEEL PILLS,

**For Weak and Relaxed Constitutions,**

**A**RE especially recommended to persons residing in India and other hot climates. Their immediate action is to disperse that unpleasant feeling of relaxation and languor, by constringing and invigorating the muscular and nervous system, and strengthening the whole frame, by supplying the waste to which all weak constitutions are so liable, they arrest that premature decay of nature so common in all hot climates.

---

**In Bottles, 2s. 9d., 4s. 6d., 11s., and 21s. each.**

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PREPARED BY

**W M. PRICHARD,  
APOTHECARY,  
65, CHARING CROSS,  
LONDON.**

47, KING ST., & CABINET AND UPHOLSTERY WAREHOUSES. 6½, TYLER ST.

**A. SEDLEY & CO., LATE J. WELLS & CO.**

**210, REGENT ST., LONDON, W., 210.**

**A REALLY COMFORTABLE EASY CHAIR.**

A. S. & Co. respectfully invite public attention to their

**PATENT  
EQUILIBRIUM CHAIR,**

Which combines all the advantages of a thoroughly comfortable, easy, or reclining Chair of the simplest construction. It can be had with or without arms, in any wood or iron, as preferred, with stuffed seat and back, from £1 s. 0d. up to £10 10s. 0d.

	£ s. d.	£ s. d.
Patent Club or Dining Room Easy Chair, in best Morocco Leather .....	from 7 7 0	to 10 10 0
The above in canvas.....	4 15 0	to 7 7 0
Ladies' Ecarte Chair, without arms, in canvas .....	3 15 0	to 5 10 0
Iron Japanned Folding Chair, with arms, in Morocco cloth, complete .....	.....	3 3 0
Iron Folding Chair, without arms, stuffed seat and back.....	1 10 0	to 2 2 0

Also

The Improved QUAQUAVERSAL CHAIR, for Drawing Rooms, Dining Rooms, and Libraries .....	from 3 3 0	to 10 10 0
---	------------	------------

**REGISTERED**

**NONPAREIL WARDROBES,  
WITH PLATE-GLASS DOOR.**

*These Wardrobes will be found most commodious in every respect.*

**Price from £17 17s. 0d. to 20 guineas.**

The attention of intending purchasers is specially directed to these Wardrobes, which will be found to supply a great want.

**ONE, AT LEAST, SHOULD BE IN EVERY HOUSE.**

**210, REGENT ST., LONDON, W., 210.**

[11-Lo.]

**ILLUSTRATED CATALOGUES, GRATIS.**

10, REGENT ST., CARPETS, DAMASK, CHINTZES, VELVETS. 210, REGENT ST.

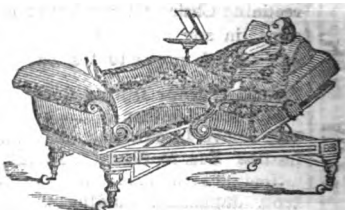


## 18, SOHO SQUARE, LONDON. MANUFACTORY, DENMARK STREET, SOHO.

The following are Extracts from J. ALDERMAN'S ILLUSTRATED CATALOGUE;  
sent, on application, post free :—

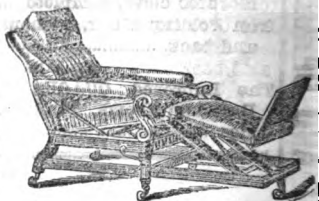
### No. 1 shows J. ALDERMAN'S PATENT GRADUATING ELASTIC SPINAL AND GENERAL INVALID COUCH,

Which is fitted up with two, three, or four distinct Graduating Actions, so that an Invalid can be adjusted, imperceptibly, to any position without being touched by the nurse, and free from all pressure, that being avoided by his Elastic Ventilating Mattress and his Patent Elastic Adjusting Foundation, so that a Patient cannot become bed-sore by long confinement.



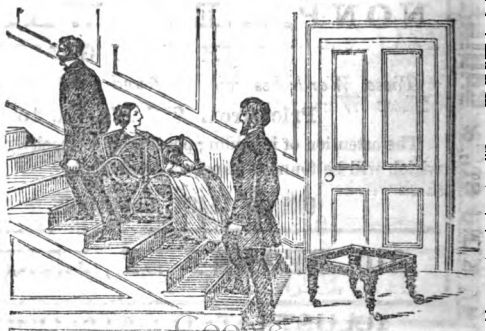
### No. 5, f, is J. ALDERMAN'S PATENT GRADUATING ELASTIC SELF-ADJUSTING INVALID CHAIR.

This Chair, like the Couch, is made to follow nature in every respect as the back, the arms, the seat, and the leg-rest are made to work at the same time, so that not a muscle of the Patient need be disturbed. The arms are also made to put on and off in an instant, so that the Patient can get on and off from either side while the leg-rest is out.

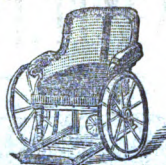
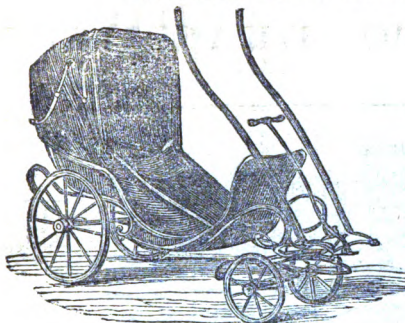


### No. 8, 8, 8, is J. ALDERMAN'S PATENT PORTABLE EQUILIBRIUM CARRYING CHAIR,

Which enables an Invalid, however weighty, to be carried up and down stairs with perfect ease and safety; the Chair always adjusting itself, enables the two persons who carry it to walk up and down stairs in the usual way, quite erect, with their arms straight down, which avoids any strain upon their muscles. It is also a perfect easy Chair for the Patient to sit in during the day, the carrying handles being made to hook on and off in an instant.

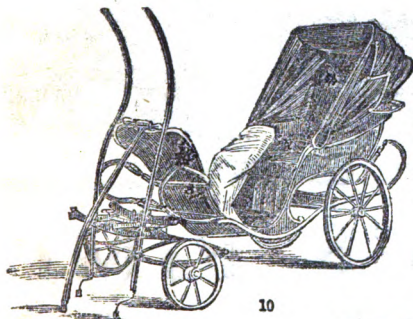


**J. ALDERMAN'S Advertisement Continued.**

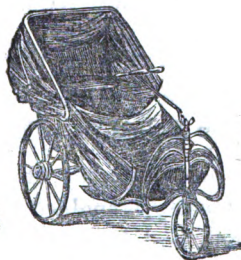
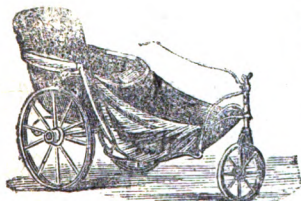


No. 6 is J. A.'s improved Self-propelling Chair, which renders an Invalid perfectly independent, being able to run from room to room without any assistance.

No. 9 is J. A.'s improved Four-wheel Albert Chair, fitted for hand or pony. The body is mounted upon C and under springs behind, and elliptic springs in front, so that it makes a pleasant and most easy carriage, free from all oscillation.



No. 10 is J. A.'s improved Four-wheel Brighton Chair, which is mounted upon C and under springs both back and front, together with his new wrought-iron perches or cranes, instead of the old fashioned wood perches. It is also fitted for hand or pony, and is the most elegant and easy carriage in use.



No. 11, is J. A.'s improved Three-wheel Albert Chair, with and without a hood. It is elegant and easy.

**J. ALDERMAN,**  
**16, SOHO SQUARE, LONDON. [24-Lo.]**



# FAMILIES REMOVING



## TAYLOR'S PIMLI

Families REMOVING or TRAVELLING

**Packing, Removing, or Warehousing Furniture, Plate,**

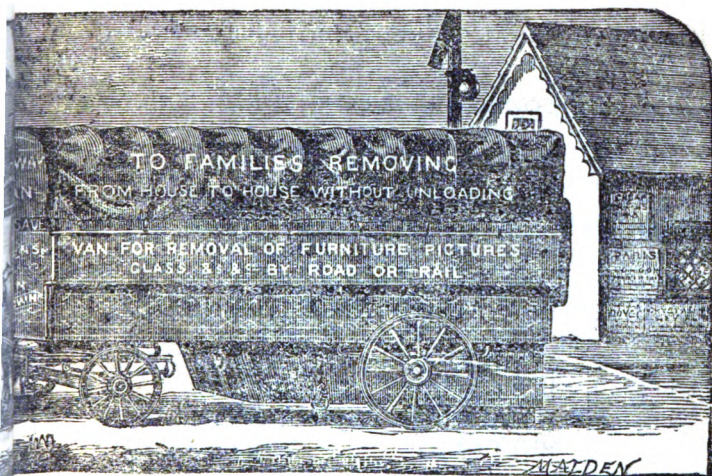
**To offer special advantages, both for economy and security. Com-  
Jewellery, and other Valuables. Goods or Merchandise Landed,**

Persons depositing property may, if preferred, attach their own  
*London Insurance Company*, is enabled to effect immediate Insurances  
information, will be sent, post-free, on application to

**WALTER TAYLOR, RANELAGH**

**N.B.—All Properties consigned from abroad, either**

# OR TRAVELLING.



## CO DEPOSITORY.

will find the above (ESTABLISHED 1850), for

**Carriages, Merchandise, Luggage, Baggage, &c., &c.,**

modious **STRONG ROOMS**, Fire-proof, are provided for Plate, Shipped, or Warehoused. Also Packed for Sea Voyages.

locks. The proprietor being appointed *Agent to the Liverpool and* on receipt of instructions. Cards and Prospectuses, furnishing every

**ROAD, PIMLICO, LONDON, S.W.**

for Sale or Warehouse, will have strict attention.

[42-Lo.

# ORIENTAL BANK CORPORATION.

INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.

PAID-UP CAPITAL, £1,260,000.—RESERVED FUND, £252,000.

HEAD OFFICE,  
THREADNEEDLE STREET, LONDON, E.C.

BANKS, BRANCH BANKS, AND AGENCIES.

BOMBAY.  
CALCUTTA.  
MADRAS.  
CEYLON.

MAURITIUS.  
SINGAPORE.  
HONG KONG.  
SHANGHAI.

MELBOURNE.  
SYDNEY.  
AUCKLAND.  
WELLINGTON.

WILLIAM McLAY ELLES, Inspector.

WILLIAM MATHER ANDERSON, Assistant Inspector.

The Corporation grant Drafts, and negotiate or collect Bills, payable at the above-named dependencies, on terms which may be ascertained at their Office; they also issue Circular Notes and Letters of Credit for the use of Travellers by the Overland Route.

They undertake the Agency of parties connected with India and the Colonies, make Investments in the Public Funds and other British and Foreign Securities, and receive Pay, Pension, Dividends, and Interest, free of charge to constituents.

They also receive Deposits of £100 and upwards, repayable at a notice of 10 days, and allow Interest thereon at 1 per cent. below the Bank of England's minimum rate of Discount—rising and falling therewith. Deposits subject to longer notices of withdrawal, or for fixed terms, generally bear higher rates.

The Corporation undertake the safe custody of Indian and Colonial Government Paper, Shares in the Capital Stock of the Government Banks, and other Local Stocks, and draw Interest and Dividends on the same as they fall due. They also make the necessary Registry of Indian Government Loan Notes, so as to obtain payment of the Interest in England.

CHARLES J. F. STUART, Chief Manager.

[20-Lo.]

# CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

52, THREADNEEDLE STREET.

PAID UP CAPITAL, £500,000.

RESERVE FUND, £50,000.

COURT OF DIRECTORS, 1859-1860.

W. HOWARD, Esq. (Late Advocate General, Bombay), *Chairman*.

D. LARNACH, Esq., Director of the Bank of New

South Wales and London Joint Stock Bank.

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E. G. NICOL, Esq., of Messrs. Buchanan, Hamilton, and Co.

GEORGE PALMER ROBINSON, Esq. (late Manager in Bombay).

GEORGE MAY, Esq., of May, Pickford, & Co., Calcutta.

DAVID TRAIL ROBERTSON, Esq., *Officiating Manager*.

LONDON BANKERS .....

{ BANK OF ENGLAND.  
LONDON JOINT STOCK BANK.

SOLICITORS ..... Messrs. CLARKE & MORICE, Coleman Street.

AUDITORS .... { Messrs. COLEMAN, TURQUAND, YOUNGS, and Co.  
J. SMITH, Esq., of Messrs. W. NICOL and Co., Bombay.

{ THOMAS STENHOUSE, Esq., of Messrs. Bates, Stenhouse and Co., Liverpool.

## BRANCHES, AGENCIES, AND AGENTS:—

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<b>BOMBAY</b> .....	HARRY JOHN, Esq. ....	<i>Acting Agent</i> .
<b>CALCUTTA</b> .....	W. S. FITZWILLIAM, Esq. ....	<i>Agent</i> .
<b>MADRAS</b> .....	JOHN INNES GEDDES, Esq. ....	<i>Agent</i> .
<b>SINGAPORE</b> .....	JAMES DAVIDSON, Esq. ....	<i>Agent</i> .
<b>COLOMBO</b> .....	EVAN ORMISTON, Esq. ....	<i>Manager</i> .
<b>HONG KONG</b> .....	JOHN COSTERTON, Esq. ....	<i>Manager</i> .
<b>SHANGHAI</b> .....	WILLIAM HOWARD, Esq. ....	<i>Manager</i> .
<b>KANDY</b> .....	F. W. LA MARCHAND, Esq. ....	<i>Agent</i> .
<b>MAURITIUS</b> .....	ROBERT GLASSPOOL LANCASIER, Esq. ....	<i>Manager</i> .
<b>PENANG</b> .....	WILLIAM JACKSON .....	<i>Agent</i> .
<b>MANILLA</b> .....	MESSRS. RUSSEL AND STURGIS .....	
<b>AUSTRALIA</b> .....	BANK OF NEW SOUTH WALES .....	
<b>BATAVIA</b> .....	MESSRS. MORGAN, MELBOURNE, AND CO ....	

The Bank at its Head Office in London grants Drafts on its various Agencies and Branches, issues Letters of Credit, purchases approved Bills on India, China, Ceylon, and Mauritius, undertakes the purchase and sale of Government and other Securities, and the collection of Private and Mercantile Bills, at the ports and places at which its Agencies are established; receives Deposits at interest for fixed periods, the terms of which may be ascertained on application; and transacts generally all Indian Banking business, including the receipt of pay, pensions, and Dividends on Stocks of all kinds.

OFFICE HOURS.—From 10 a.m. to 3 p.m. SATURDAYS.—From 10 a.m. to 2 p.m.

52, THREADNEEDLE STREET, LONDON, E.C.

[S-Lo.

# ALBERT MEDICAL AND FAMILY ENDOWMENT LIFE ASSURANCE COMPANY,

Principal Offices { 7, Waterloo Place, Pall Mall, and } London.  
42, New Bridge Street, }

ESTABLISHED 1838.

The businesses of the Medical, Invalid, and General Life Assurance Society and of the Family Endowment Society having been amalgamated with the Albert Life Assurance Company, the united business will henceforth be carried on under the above title.

## TRUSTEES :

WILLIAM BEATTIE, Esq., M.D.

LIEUT.-COLONEL JAMES CROUDACE.

CHARLES HOPKINSON, Esq., late Trustee of the Medical, Invalid, and General Life Assurance Society.

CHARLES GRENVILLE MANSEL, Esq., late Trustee and Director of the Medical, Invalid, and General Life Assurance Society.

SIR THOMAS PHILLIPS, late Trustee and Director of the Medical, Invalid, and General Life Assurance Society.

GEORGE RAYMOND, Esq.

And two Trustees late of the Family Endowment Society.

## DIRECTORS :

WILLIAM BEATTIE, Esq., M.D.

CAPTAIN THE HON. S. T. CARNEGIE,  
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REAR-ADMIRAL THE RIGHT HON.  
LORD GEORGE PAULET, C.B.

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## DEPARTMENT OF MEDICAL STATISTICS :

WILLIAM FARR, Esq., M.D., F.R.S., General Register Office.

## LEGAL ADVISERS :

WILLIAM HAYES, Esq.

JERVIS JOHN JERVIS, Esq.

J. L. R. KETTLE, Esq.

## ACTUARY :

HENRY WILLIAM SMITH, Esq.

Actuary and Secretary of the Indian department :—EDWIN H. GALSWORTHY, Esq., F.R.S.

*Albert Medical and Family Endowment Life Assurance Company.—Continued.*

Assurances are effected at home or abroad on healthy lives at as moderate rates as the most recent data will allow.

**ARMY AND NAVY.**

No extra premium is required on Healthy Lives in the Army or Navy, unless in actual service.

**VOLUNTEERS.**

No extra charge for persons serving in any Volunteer Rifle or Artillery Corps within the United Kingdom.

**RESIDENCE ABROAD.**

The Policies issued by this Society give greater facilities to parties going to or residing in Foreign Climates than those of most other companies.

**MASTER MARINERS**

Are assured for life or for a voyage at equitable rates.

**INDIA.**

Officers in the Army and Civilians proceeding to India may insure their lives on the most favourable terms, and every possible facility is afforded for the transaction of business in India.

Premiums for India have been computed on the actual results of European Life in that Colony, extending over the whole period of the East India Company's experience, and will be found generally lower than those of other companies, and especially favourable for military men.

Civil rates charged on lives of military officers holding civil appointments for the term of such appointments.

Immediate reduction to English rates on the Assured returning to Europe permanently to reside.

Policies may be made payable either in London or in India, at the rate of Two Shillings sterling per Company's Rupee.

**INVALID LIVES**

Assured on scientifically constructed tables, based on extensive data, and a reduction in the premium is made when the causes for an increased rate of premium have ceased.

**STAMP DUTY.**

Policies issued free of every charge but the premiums.

**DAYS OF GRACE.**

In the event of death during the days of grace, the risk binding on the Society if premium paid before the days of grace expire.

Accumulated Fund exceeds.....	£650,000
Subscribed Capital .....	500,000
The amount paid to the Public in Claims and Bonuses reaches } to about .....	1,000,000
Annual Income from Life Premiums upwards of .....	250,000

The New Business is now progressing at the rate of more than £30,000 per annum.

Every information may be obtained at the chief office, or on application to any of the Society's agents.

**C. DOUGLAS SINGER, Secretary.**

# OVERLAND ROUTE

TO

## INDIA, CHINA, AND AUSTRALIA.

### THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S STEAMERS,

CARRYING HER MAJESTY'S MAILS,

*Start from SOUTHAMPTON for the undermentioned Ports as follows:—*

**FOR GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON,  
MADRAS, CALCUTTA, the STRAITS, and CHINA,**

ON THE 4TH AND 20TH OF EVERY MONTH, AT 1 P.M.\*

**For GIBRALTAR, MALTA, EGYPT, ADEN, and  
BOMBAY,**

ON THE 12TH AND 27TH OF EVERY MONTH, AT 1 P.M.\*

**For MAURITIUS, REUNION, KING GEORGE'S SOUND,  
MELBOURNE, and SYDNEY,**

ON THE 20TH OF EVERY MONTH, AT 1 P.M.\*

**FOR VIGO, OPORTO, and LISBON,**

ON THE 7TH, 17TH, AND 27TH OF EVERY MONTH AT 1 P.M.†

## MARSEILLES TO MALTA AND ALEXANDRIA,

THE COMPANY'S STEAMERS ARE DESPATCHED FROM

**MARSEILLES TO MALTA AND ALEXANDRIA,**

ON THE 5TH, 12TH, 20TH, AND 28TH OF EVERY MONTH, AT 7 A.M.,‡ in connection  
with the Southampton Packets for

**INDIA, CHINA, and AUSTRALIA.**

For further information and tariffs of the rates of passage money, freight, &c., apply at the Company's offices, 122, Leadenhall Street, LONDON, E.C.; Oriental Place, SOUTHAMPTON; to Messrs. PRITCHARD & MONNER-TON, 4, rue Rossini, PARIS; or to Messrs. R. GOWER & Co., MARSEILLES.

\* When these dates fall on a Sunday, the Steamers leave at 9 a.m.

† When these dates fall on a Sunday, the Steamers leave the following day at 1 p.m.

‡ When the 3rd, 10th, 18th, or 26th of the month falls on a Sunday, the Marseilles portion of the Overland Mails leaves London on the following day, and the Steamers are despatched from Marseilles at 7 a.m. on the 6th, 13th, 21st, and 29th of the month. (18-Lo.

# ALLSOPP'S

## EAST INDIA PALE ALE,

BOTTLED EXPRESSLY FOR EXPORTATION BY

**FREDERICK FRIEND AND CO.,**

**11, King William Street, City, London.**

### AGENTS :

---

<b>BATAVIA</b> .....	Messrs. Morgan, Melbourn, and Co.
<b>BOMBAY</b> .....	„ Cardwell, Parsons, and Co.
<b>CALCUTTA</b> .....	„ Gladstone, Wyllie, and Co.
<b>KURRACHEE</b> .....	„ Dunolly and Co.
<b>MADRAS</b> .....	„ Bainbridge, Byard, Gair, and Co.
<b>MANILLA</b> .....	„ Martin, Dyce, and Co.
<b>PENANG</b> .....	„ Nairne and Co.
<b>RANGOON</b> .....	„ Gladstone, Wyllie, and Co.
<b>SINGAPORE</b> .....	„ G. Armstrong and Co.

---

Professor Liebig's opinion of this unrivalled beverage for all climates, appropriately described by the Sanitary Commissioner of *The Lancet* as "Wine of Malt," is thus adduced in a letter addressed to Mr. Henry Allsopp :—

"The specimens of your Pale Ale, sent to me, afforded me another opportunity of confirming its valuable qualities. I am myself an admirer of this beverage, and my own experience enables me to recommend it, in accordance with the opinion of the most eminent English physicians, as a very agreeable and efficient tonic, and as a general beverage both for the invalid and the robust."

"JUSTUS LIEBIG."

[12-Lc.

"Giessen, May 6th, 1852."



## THE

# WESTMINSTER PALACE HOTEL

## VICTORIA STREET, LONDON, S.W.,

### ADJOINING WESTMINSTER ABBEY.

**T**HE Directors give notice that the Hotel is now open to the Public. It affords superior accommodation of every description (including rooms for Committees, Arbitrations, Meetings, and Public and Private Dinners), at moderate charges.

The Building is **FIRE-PROOF**, and contains a **TELEGRAPH OFFICE**, available to visitors, and receiving communications every half hour from the Houses of Parliament. There is also Telegraphic Communication with the **COURTS OF LAW**, and every Station in the United Kingdom and the Continent, at the usual charges.

Preparations are made for an Ascending Room.

Applications for Apartments, or for information respecting the Hotel, to be addressed to the Manager at the Building.

By order of the Board,

Westminster Palace Hotel Company (Limited).

LEWIS JEFFERIS, Secretary.

#### APARTMENTS.

##### FIRST FLOOR.

	FEE DAY.
Drawing Room, Two Bed Rooms, Dressing Room, and Bath Room, <i>en suite</i> .....	s. d. 27 0
Drawing Room, Two Bed Rooms, and Dressing Room, <i>en suite</i> .....	24 0
Drawing Room, Bed Room, and Dressing Room.....	20 0
Bed Room.....	4 0
Large Bed Room.....	5 0

##### SECOND FLOOR.

Drawing Room, Two Bed Rooms, and Dressing Room, <i>en suite</i> .....	21 0
Drawing Room, Bed Room, and Dressing Room, <i>en suite</i> .....	15 0
Drawing Room and Bed Room.....	12 0
Bed Room.....	4 0
Large Bed Room.....	5 0

##### THIRD FLOOR.

Sitting Room, Two Bed Rooms, and Bath Room, <i>en suite</i> .....	14 0
Sitting Room, Bed Room, and Dressing Room.....	12 0
Bed Room.....	2 6
Large Bed Room.....	3 0

##### FOURTH FLOOR.

Sitting Room, Bed Room, and Dressing Room.....	9 0
Bed Room.....	2 6
Large Bed Room.....	3 0

Except in the Suites of Apartments, One Shilling extra will be charged when a Bed is occupied by Two Persons.

#### FIRES.

	FEE DAY
Sitting Room.....	s. d. 1 6
Bed Room.....	1 0
Wax Lights, per Evening.....	1 0

#### BATHS.

Hot.....	2 6
Cold.....	1 6
Shower.....	1 0
Hip and Sponge.....	Free

#### CHARGES IN THE COFFEE ROOM.

BREAKFAST, with Eggs.....	2 6
" with Cold Meat or Chop.....	2 6
" with Fish or Broiled Ham and Eggs.....	3 0
Cup of Tea.....	0 6
Cup of Coffee.....	0 6
Basin of Soup.....	1 0
Sandwich.....	0 6

#### DINNERS.—Soup or Fish, with Cutlets or Joint and

Vegetables.....	2 6
" Joint and Vegetables.....	2 6
" Chops.....	2 6
" Steak.....	2 6
" Cold Meat.....	2 6

#### VISITORS' SERVANTS.

Bed Room, per Night.....	1 6
Board, per Day.....	4 0

#### SERVICE OF THE HOTEL.

One Shilling and Sixpence per Day and Night each Person.  
Bed Room, One Shilling per Night.  
Casual Visitors, Sixpence each Person per Meal.  
Luncheons not exceeding One Shilling and Sixpence, attendance free.

### WINES, SPIRITS, AND LIQUEURS OF THE BEST QUALITIES. EVERY CONVENIENCE FOR THE HIRE OF CARRIAGES.

The charge for servants stated in the above scale includes the entire service of the Hotel, and no servant is allowed to receive gratuities. The Company do not hold themselves responsible for any property lost in the Hotel, unless placed in the special charge of the Manager. It is particularly requested that no money be paid without a bill and receipt. All accounts for visitors staying in the Hotel are presented weekly for payment. Visitors occupying private apartments are requested to give their names upon arrival, to prevent delay in the delivery of letters addressed to them. The Ladies' Coffee Room is open only to ladies and their husbands and families accompanying them. The post boxes of the Hotel for the London delivery are cleared 15 minutes before each hour, from 9 45 a.m. to 5 45 p.m. Letters for the provincial, Irish, and Foreign evening mails, leave the Hotel at 5 45 p.m.; and letters for Ireland and France day mails at 12 at night. For letters to be delivered at certain towns on the same day, refer to printed statement, or inquire. In addition to the above postal facilities there is telegraphic communication with the Houses of Parliament, the Courts of Law, and every station in the United Kingdom, the Continent, &c.

# NELSON'S PORTLAND HOTEL, GREAT PORTLAND STREET, PORTLAND PLACE, W.

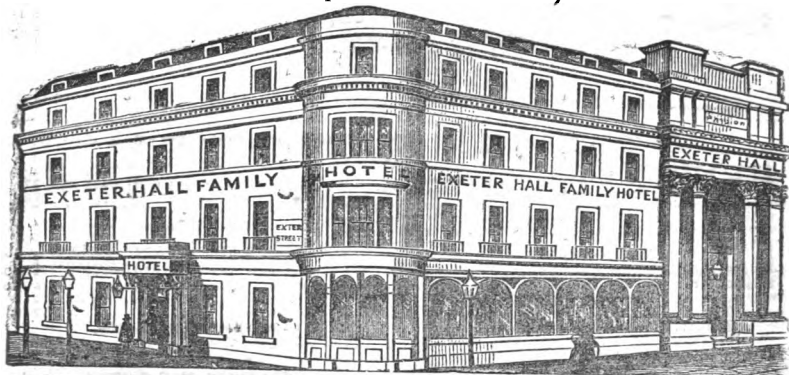
**VISITORS** to the Metropolis, proceeding to or returning from **INDIA, EGYPT, or CHINA**, are respectfully requested to inspect the **Tariff of Charges** at this Hotel, which is situated but a few yards from Regent Street, Oxford Street, and Portland Place.

Drawing Room and Bed Room *en suite*, on first floor, 7s.; Small Sitting Room, 3s.; Bed Rooms, 1s. 6d. and 2s. 6d.; Breakfast, from 1s. 6d. to 2s. 6d.; Plain Dinners, 2s. 6d.; with Soup, 3s.; with Fish, 3s. 6d. Attendance, 1s. per day. No charge for candles at this Hotel. Families and Gentlemen by the week.

**Tariff forwarded on application. A Porter up all night.**

[65-Lo.]

# EXETER HALL HOTEL, STRAND.



**THE EXETER HALL HOTEL**, happily placed in the centre of the West Strand, contiguous to the Park of St. James, the Palace of the Sovereign, the Opera, the Theatres, and **THE NEAREST FIRST CLASS HOTEL TO THE SOUTH WESTERN RAILWAY STATION**, is one of the most compact Hotels in the Metropolis; its Suites of Apartments arranged with studied care for the comfort of Families; its numerous Bedrooms, lofty, scrupulously clean, and really comfortable; its New and Elegant Coffee Room, with Smoking Room attached, presenting the luxury of the Modern Club; its Coffee Room exclusively for Ladies or Families; while its Night Watchman enables Gentlemen to be called at any time, and, hourly patrolling the building, adds greatly to the comfort and security of all

Bed Rooms .....	2s. 0d.
Ditto, for Two Persons .....	3 0
Ditto, with Two Beds .....	4 0
Drawing Room, with Bed Room <i>en suite</i> , including wax lights .....	7 0

Breakfast .....	1s. 6d.
Ditto, with Meat or Eggs .....	2 0
Dinner, from Joint or Entrée .....	2 0
Attendance .....	1 0

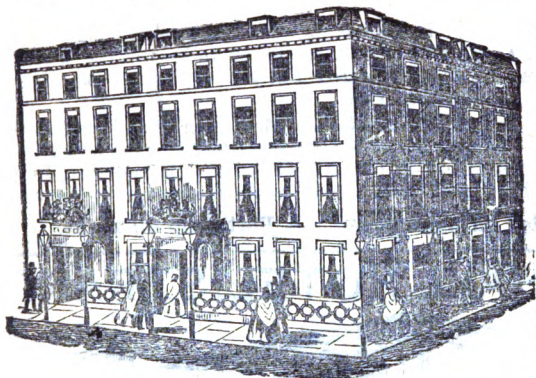
**THE HOTEL IS MUCH PATRONISED BY FAMILIES ARRIVING FROM INDIA AND SOUTHERN EUROPE, TO WHOM ITS VICINITY TO THE SOUTH WESTERN RAILWAY IS A GREAT DESIDERATUM.**

**R. NELSON HAXELL, PROPRIETOR.**

65-Lo.]  
2 A

# PRINCE OF WALES HOTEL,

Nos. 9, 10, and 11, LEICESTER PLACE, LEICESTER SQUARE.



**T**HIS extensive and magnificent Hotel is replete with every comfort which the traveller can desire. Large and excellent Coffee, Smoking, & Billiard Rooms. Public and Private Dining Rooms, &c., &c. The Proprietor, marching with the times, has endeavoured to combine excellence of accommodation with the utmost economy in charges. A first-rate French Cook. BED and BREAKFAST, 3s. 6d. DINNER, 2s. 6d. and upwards. A Night Porter and Good Fires kept.

SALOON, WITH PIANO FOR LADIES.

[53-Lo.]

## ASHLEY'S HOTEL, HENRIETTA STREET, COVENT GARDEN, LONDON,

**F**OR FAMILIES and GENTLEMEN, situated in an airy and central part of LONDON, near the Public Offices and Places of Amusement. Families can engage a Private Sitting Room, or have the use of the Ladies' Coffee Room without charge. The Hotel charges are very moderate.

	s.	d.
Bed .....	2	0
Breakfast, plain .....	1	6
Meat or Eggs, 6d. extra.		

	s.	d.
Coffee Room Dinner .....	2	6
Fish, Soup, or Pastry .....		
Private Sitting Room .....	3	0

Attendance, including all fees to servants, 1s. per day.

[74-Lo.]

## SPYR'S SWISS HOTEL, 36, GOLDEN SQUARE, REGENT STREET, LONDON.

THIS COMMODIOUS ESTABLISHMENT,

CONDUCTED on the PRINCIPLE OF FIRST-CLASS SWISS HOTELS.

**I**S most strongly recommended to Families and Gentlemen visiting the Metropolis, for its very superior accommodation, great comfort, and moderate charges. Parties about to travel on the Continent will find it convenient, every information relating to tours in Switzerland, Germany, &c., being afforded by the Proprietor.

English, French, and German languages spoken.

[75-Lo.]

# THE CRAVEN HOTEL, CRAVEN STREET, STRAND,

BY TRAFALGAR SQUARE.

**S. E. TAPSTER**

BEGS TO INFORM HIS FRIENDS AND THE PUBLIC THAT HE HAS NOW  
**OPENED HIS HOTEL,**

After partly rebuilding, and generally improving the whole. He trusts that the house will be found agreeable to all requirements in hotel business.

Officers and Civilians travelling to and from India, will find this a First Class Hotel.

London, March, 1861.

176-Ls.

## APARTMENTS, 27 & 28, SURREY STREET, STRAND, W.C.

**L**ADIES, Gentlemen, or Families visiting London, will find the above Central, Comfortable, Economical, and strictly in accordance with the Spirit of the Times. Private Suites of Rooms from 25s. per week; Bed, with Breakfast in the Coffee Room, which is large and commodious, 3s. per day; with plain Breakfast, 2s. 6d.; Servants, 6d. per day.

72-Lo.]

**T. PARKER, Proprietor.**

## WEBB'S HOTEL, 219 and 220, PICCADILLY, CORNER OF REGENT CIRCUS, FOR FAMILIES AND GENTLEMEN,

**O**NE of the most centrally situated and convenient Hotels in London.

An easy distance from the Houses of Parliament, all the Government and Public Offices, Law Courts, &c., and near the Principal Theatres and leading places of amusement. Military Gentlemen, Civilians, and Families, proceeding to and returning from India, will find this a most convenient and comfortable Hotel to stop at, during their stay in London. Porters up all night.

80-Lo.]

**J. CHALLIS, Proprietor.**



*Passengers proceeding to India are strongly recommended to provide themselves with the following articles:—*

### **RIMMEL'S TOILET VINEGAR,**

An indispensable requisite in warm climates for the Toilet and Bath. It forms also a reviving scent and a powerful disinfectant, dispelling miasma and impure air, and preventing infection.

### **RIMMEL'S TOILET SOAPS.**

Malaktikon for Shaving, Parisian Cream for the Hair, Odontine for the Teeth, and Lotion for the Skin, will also be found very useful on the journey, and after arriving out.

**SOLD BY ALL PERFUMERS AND CHEMISTS.**

## **EUGENE RIMMEL,**

PERFUMER TO THE QUEEN,

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[43-Lo.]

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[78-Lo.]

To the Queen



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[21-Lc





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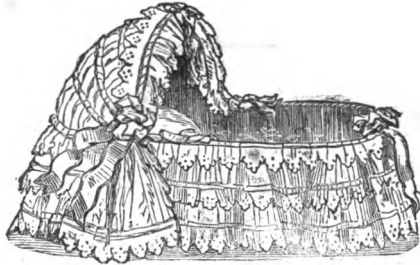
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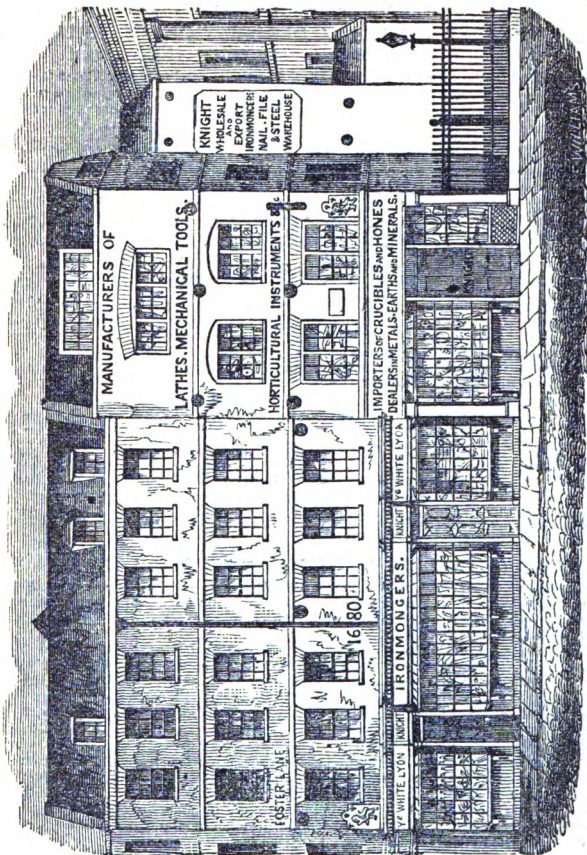
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[29-Ld]

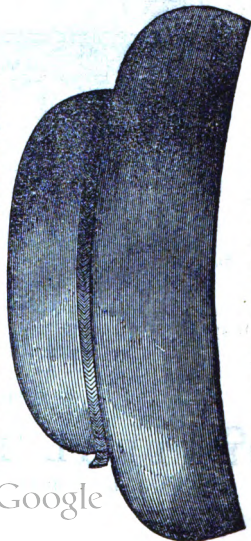
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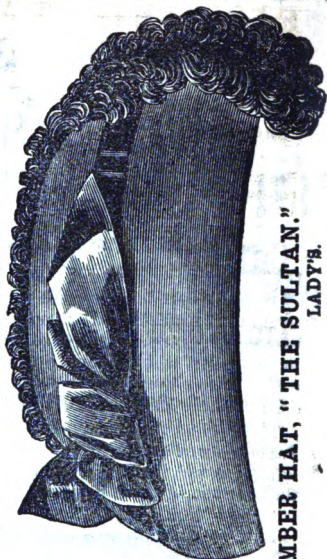
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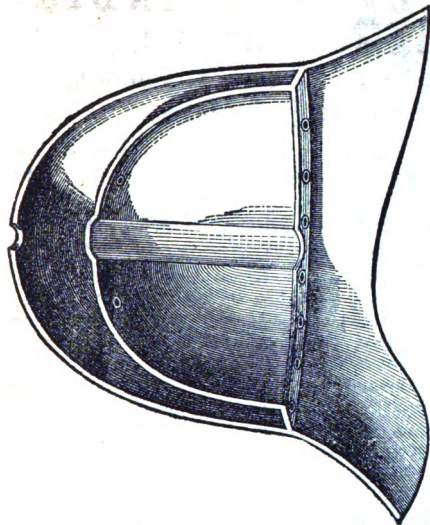
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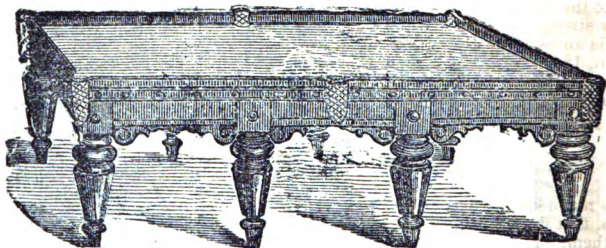
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[77-Lo.]

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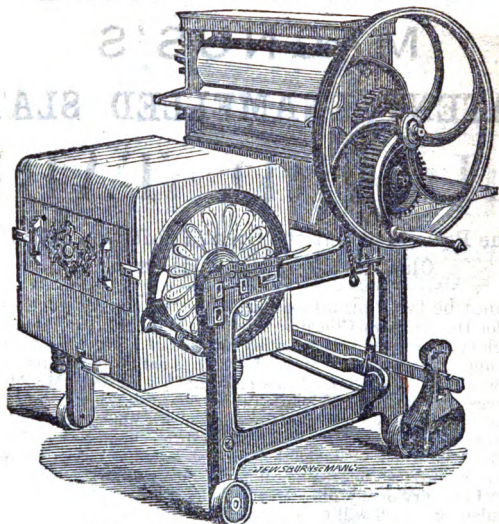
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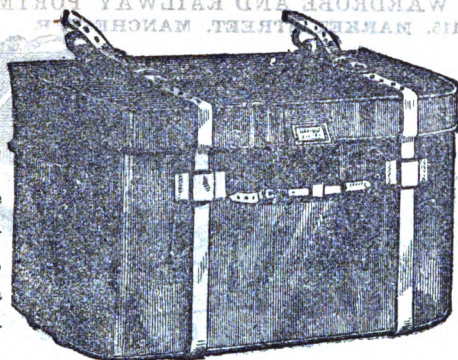
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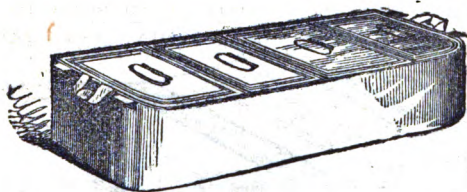
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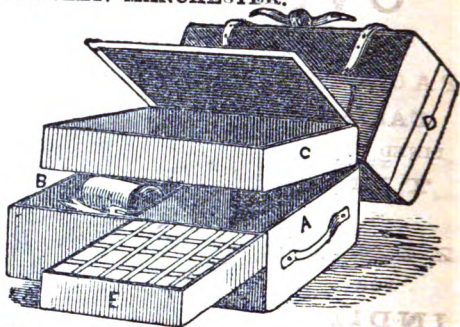
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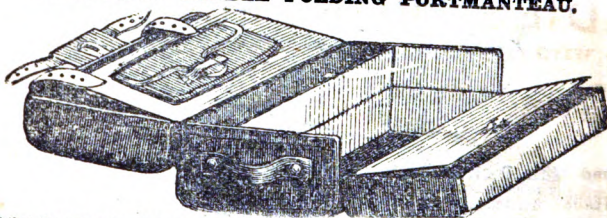
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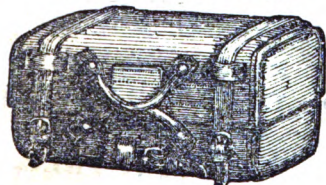
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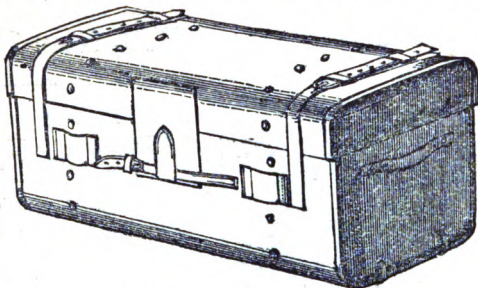
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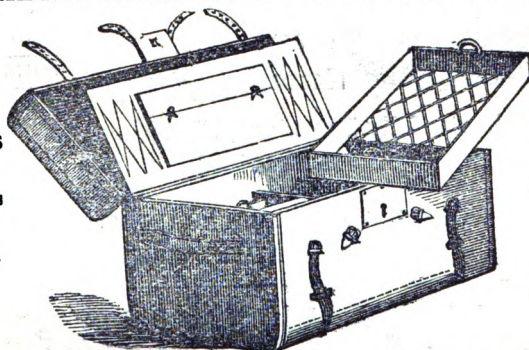
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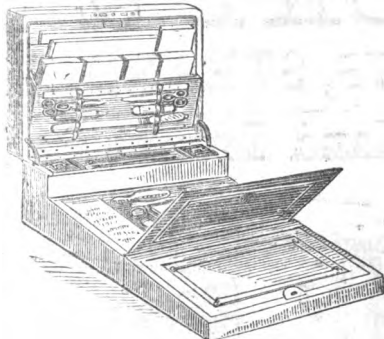
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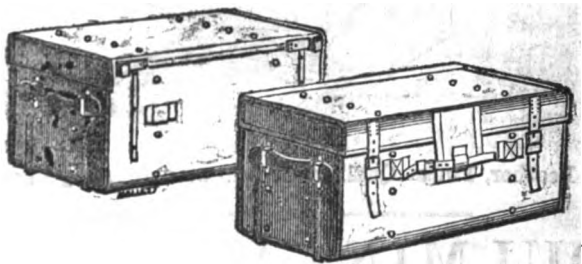
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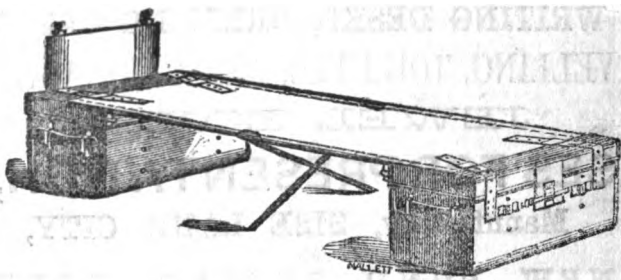
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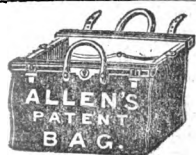
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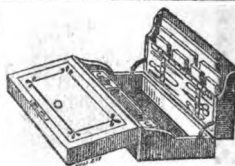
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